Appendix A

Notice of Preparation and Comments

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
FOR
THE UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN

TO: State Clearinghouse
Public Agencies
Interested Parties

FROM: City of La Verne
Community Development Department
3660 D Street
La Verne, California 91750
(909) 596-8706

This Notice of Preparation (NOP) has been prepared to notify agencies and interested parties that the City of La Verne will serve as the Lead Agency, consistent with Section 15021 of the California Environmental Quality Act (CEQA) Guidelines, in preparing an Environmental Impact Report (EIR) for the proposed University of La Verne Facilities and Technology Master Plan (the "proposed project"). The City of La Verne is soliciting the views of interested persons and agencies as to the scope and content of the environmental information to be studied in the EIR. The EIR will address the potential physical environmental effects of the proposed project for each of the environmental topics outlined in the CEQA Guidelines, Appendix G.

In accordance with Section 15082 of the CEQA Guidelines, this Notice of Preparation (NOP) is being sent to the Office of Planning and Research, Responsible Agencies, Trustee Agencies, and other interested parties. Responsible Agencies are those public agencies, besides the City of La Verne, that also have a role in approving or carrying out the proposed project. Agencies are requested to review the proposed project description provided in this NOP and provide comments on environmental issues related to the statutory responsibilities of the agency. If you are an authorized representative of a Responsible Agency, or a Trustee Agency, a transportation planning agency, agency with transportation facilities that may be affected, or a Federal agency involved in approving or funding the proposed project, the City of La Verne encourages you to express the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR if it will consider a permit or other approval for the proposed project. In responding, please also provide the name, address, telephone number and e-mail address of the contact person for your agency.

Scoping comments on the EIR should focus on discussing possible impacts of the proposed project on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the proposed project in light of the EIR's purpose to provide useful and accurate information about such factors.

Project Location:
The project area encompasses the entirety of the University of La Verne campus areas, which measures approximately 97 acres and includes three campuses: La Verne Campus, Park Campus, and Campus West. The La Verne Campus consists of approximately 38 acres and is roughly bounded by Arrow Highway to the south, B Street on the west, Bonita Avenue on the North, and E Street on the east. Park Campus consists of approximately 4 acres and is bounded by the Metrolink Rail Line on the south, Park

Avenue on the west, Arrow Highway on the north, and A Street on the east. Campus West consists of approximately 55 acres and is roughly bounded by Metrolink Rail Line on the north, Wheeler Avenue on the east, Puddingstone Drive on the south, and a Puddingstone Reservoir storm water channel on the west. Marshall Canyon Channel runs north-south through the middle of Campus West.

Project Applicant:
University of La Verne
1950 Third Street
La Verne, California 91750

Project Description:
The proposed University of La Verne Facilities and Technology Master Plan (project) provides the intentions of the University of La Verne (University) in the planning and development of their lands over a period of 20 years from the date of City approval of the Master Plan. The Master Plan is consistent with the University's 2020 Strategic Vision, and would result in a physical development plan that extends in three, six-year phases, to the year 2035, as well as a policy plan that would guide the University in its facility and technology strategic investments. In order to accommodate the projected increase in enrollment of approximately 500 students over the course of the 20-year Master Plan, the following development plans are anticipated:

La Verne Campus. The primary campus, La Verne Campus, currently has 40 facilities in use. Ten of these building are proposed to be demolished and replaced with newly-configured facilities over the course of the three phases. One building would be renovated and four new buildings would be constructed. There would be a net increase of approximately 403,577 square feet of La Verne Campus building area, which would bring the total campus square footage to approximately 573,850 square feet. The primary campus would see a net increase in student residence hall capacity of 748 (2-bed/unit) to 1,214 (3-bed/unit) beds, for a total of 1,244 (2-bed/unit) to 1,710 (3-bed/unit) beds. Parking capacity would increase from 2,227 spaces to 2,624 spaces.

Park Campus. There are no proposed changes to existing facilities or parking capacity for Park Campus, located approximately 0.3 miles southwest of La Verne Campus. The site may be improved through new pavement, striping, and landscaping.

Campus West. Campus West, located approximately 0.6 miles southwest of La Verne Campus, currently contains the University's Athletic Complex, which consists of ball fields, locker rooms, training rooms, and restrooms. The campus would expand into adjacent, vacant land with a new University House with an associated 60-space parking lot, and multi-family residential buildings. The buildout of Campus West would include extensions of Wheeler Avenue, as well as two new access roads traversing the campus. As currently designed, the Master Plan includes a photo-voltaic panel array totaling 192,000 square feet of photo-voltaic cells.

Refer to Figure 1 for the location of the proposed Master Plan.

Implementation of the proposed Master Plan would require the following discretionary approvals:

- Approval of the Master Plan
- Design review approval of all new construction, building relocations, and other site changes
- Street tree removal approval by the Community Development Director

- Ministerial and ancillary permits required to carry out individual projects under the Master Plan, such as demolition permits, building permits, and occupancy permits

Potential Environmental Effects:
Potentially significant environmental impacts have been identified in the following issue areas: Aesthetics, Air Quality, Cultural Resources, Geology/Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Noise, Public Services, Transportation/Traffic, and Utilities/Service Systems. In addition, three alternative development scenarios, including the "no project" alternative, will be examined as part of the Environmental Impact Report.

Public Scoping Meeting:
The City of La Verne, in its role as Lead Agency, will hold a public scoping meeting to provide an opportunity for the public and representatives of public agencies to address the scope of the Environmental Impact Report. The Scoping Meeting for the Environmental Impact Report for the project is scheduled for **July 26, 2016, at 6:00 p.m.,** at the following location:

La Verne City Council Chamber
3660 D Street
La Verne, California 91750

Thirty-Day Comment Period:
Do to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. The Notice of Preparation comment period **begins on July 18, 2016** and **ends on August 18, 2016**. Please send your comments by regular mail, email, or fax, no later than **August 18, 2016**, to:

Eric Scherer, Principal Planner
Community Development Department
3660 D Street
La Verne, California 91750

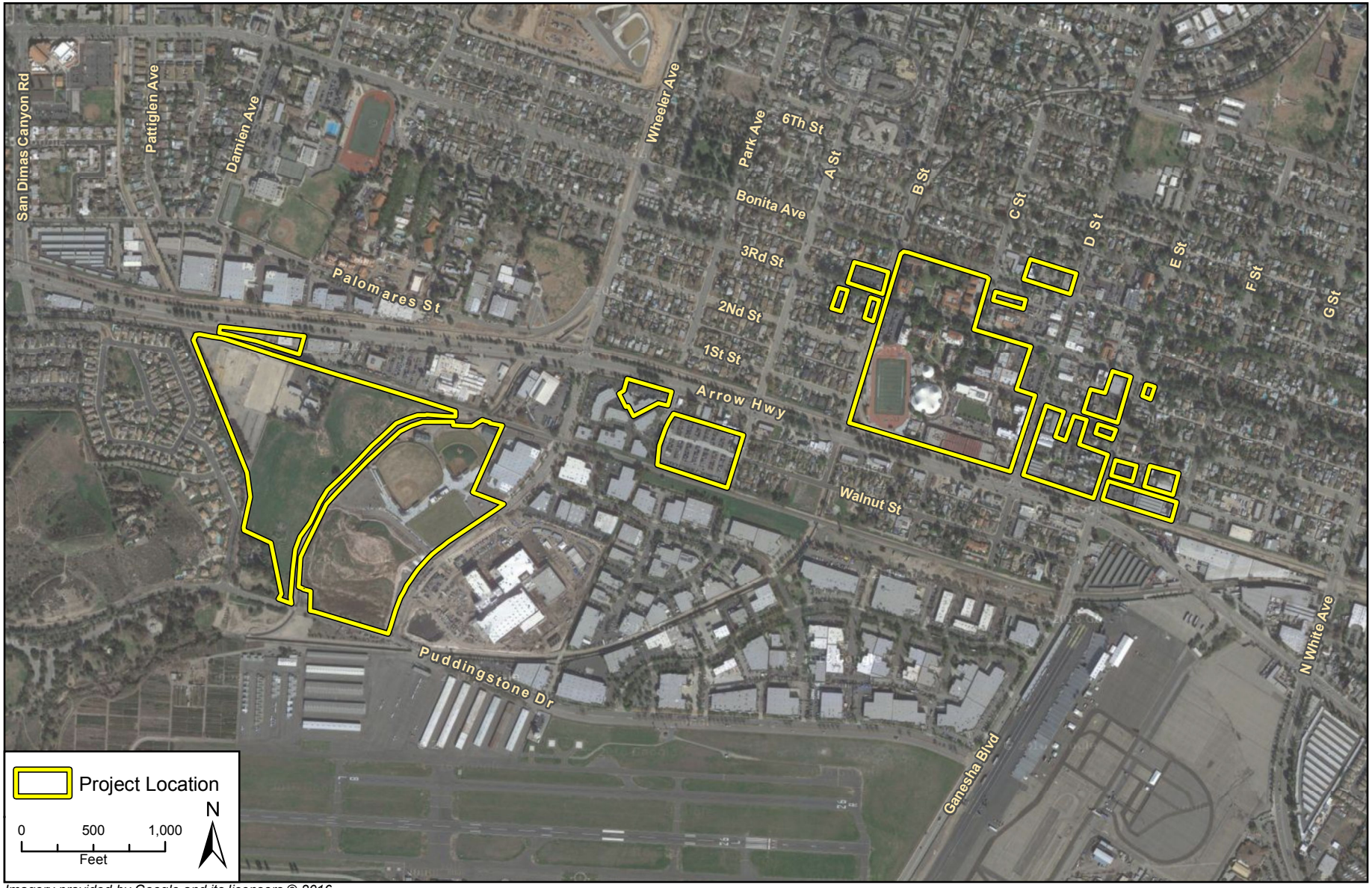
Phone: 909-596-8706
Email: echerer@ci.la-verne.ca.us

For E.S.
Signature

7/14/16
Date

Collin Wahab for Eric Scherer
Print Name

Associate Planner
Title



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Project Location

Figure 1

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

August 8, 2016

Eric Scherer
City of La Verne
3660 D Street
La Verne, CA 91750

Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report for the University of La Verne Facilities and Technology Master Plan Project

Dear Mr. Scherer:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the University of La Verne Facilities and Technology Master Plan Draft Environmental Impact Report (DEIR). The project area includes three different campuses: La Verne Campus, Park Campus, and Campus West. La Verne Campus consists of approximately 38 acres and is bounded by Arrow Highway to the south, B Street on the west, Bonita Avenue on the north, and E Street on the east. Park Campus consists of approximately 4 acres and is bounded by the Metrolink Rail Line on the south, Park Avenue on the west, Arrow Highway on the north, and A street on the east. Campus West consists of approximately 55 acres and is bounded by Metrolink Rail Line on the north, Wheeler Avenue on the east, Puddingstone Avenue on the south, and a Puddingstone Reservoir storm water channel on the west. Marshall Canyon Channel runs north-south through the middle of campus.

The following comments and recommendations have been prepared pursuant to the Department's authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*, and pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386) to assist the Lead Agency in avoiding or minimizing potential project impacts on biological resources.

General Comments

1. Project Description and Alternatives. To enable the Department to adequately review and comment on the proposed project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR:

   a) A complete discussion of the purpose and need for, and description of, the proposed project, including all staging areas and access routes to the construction and staging areas; and,

   b) A range of feasible alternatives to project component location and design features to ensure that alternatives to the proposed project are fully considered and evaluated. The alternatives should avoid or otherwise minimize direct and indirect impacts to sensitive biological resources and wildlife movement areas.

2. Lake and Streambed Alteration Agreements (LSA). As a Responsible Agency under CEQA Guidelines section 15381, the Department has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including vegetation associated with the stream or lake) of a river or stream, or use material from a streambed. For any such activities, the project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. As a Responsible Agency, the Department may consider the Negative Declaration or Environmental Impact Report of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

   a. The project area supports aquatic, riparian, and wetland habitats; therefore, a preliminary jurisdictional delineation of the streams and their associated riparian habitats should be included in the DEIR. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service wetland definition adopted by the Department.[2] Some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the U.S. Army Corps of Engineers' Section 404 permit and Regional Water Quality Control Board Section 401 Certification.

   b. In project areas which may support ephemeral streams, herbaceous vegetation, woody vegetation, and woodlands also serve to protect the integrity of ephemeral channels and help maintain natural sedimentation processes; therefore, the Department recommends effective setbacks be established to maintain appropriately-sized vegetated buffer areas adjoining ephemeral drainages.

   c. Project-related changes in drainage patterns, runoff, and sedimentation should be included and evaluated in the environmental document.

3. California Endangered Species Act (CESA). The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085). Consequently, if the project, project construction, or any project-related activity during the life of the project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the project proponent seek appropriate take authorization under CESA prior to implementing the project. Appropriate authorization from the Department may include an Incidental Take Permit (ITP) or a consistency determination

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[2] Cowardin, Lewis M., et al. 1970. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. ((b), (c)). Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the project CEQA document addresses all project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

4. Biological Baseline Assessment. To provide a complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, sensitive, regionally and locally unique species, and sensitive habitats, the DEIR should include the following information:

   a) Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]);

   b) a thorough, recent, floristic-based assessment of special status plants and natural communities, following the Department's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see http://www.dfg.ca.gov/habcon/plant/);

   c) Floristic, alliance- and/or association-based mapping and vegetation impact assessments conducted at the project site and within the neighboring vicinity. *The Manual of California Vegetation*, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008[3]). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions;

   d) A complete, recent, assessment of the biological resources associated with each habitat type on site and within adjacent areas that could also be affected by the project. The Department's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted to obtain current information on any previously reported sensitive species and habitat. The Department recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at http://www.dfg.ca.gov/biogeodata/cnddb/submitting_data_to_cnddb.asp ;

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[3]Sawyer, J. O., Keeler-Wolf, T., and Evens J.M. 2008. A manual of California Vegetation, 2nd ed.

ISBN 978-0-943460-49-9.

e) A complete, recent assessment of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect, including California Species of Special Concern (CSSC) and California Fully Protected Species (Fish and Game Code § 3511). Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines § 15380). Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service; and,

f) A recent, wildlife and rare plant survey. The Department generally considers biological field assessments for wildlife to be valid for a one-year period, and assessments for rare plants may be considered valid for a period of up to three years. Some aspects of the proposed project may warrant periodic updated surveys for certain sensitive taxa, particularly if build out could occur over a protracted time frame, or in phases.

5. Biological Direct, Indirect, and Cumulative Impacts. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR:

a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage. The latter subject should address project-related changes on drainage patterns and downstream of the project site; the volume, velocity, and frequency of existing and post-project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-project fate of runoff from the project site. The discussion should also address the proximity of the extraction activities to the water table, whether dewatering would be necessary and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included;

b) A discussion regarding indirect project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR;

c) The impacts of zoning of areas for development projects or other uses nearby or adjacent to natural areas, which may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document; and,

d) A cumulative effects analysis, as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

6. Avoidance, Minimization, and Mitigation for Sensitive Plants. The DEIR should include measures to fully avoid and otherwise protect sensitive plant communities from project-related direct and indirect impacts. The Department considers these communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3 and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer et al. 2008).

7. Compensatory Mitigation. The DEIR should include mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

8. Nesting Birds. In order to avoid impacts to nesting birds, the DEIR should require that clearing of vegetation and construction occur outside of the peak avian breeding season, which generally runs from February 1st through September 1st (as early as January 1 for some raptors). If project construction is necessary during the bird breeding season, a qualified biologist with experience in conducting bird breeding surveys should conduct weekly bird surveys for nesting birds within three days prior to the work in the area, and ensure that no nesting birds in the project area would be impacted by the project. If an active nest is identified, a buffer shall be established between the construction activities and the nest so that nesting activities are not interrupted. The buffer should be a minimum width of 300 feet (500 feet for raptors), be delineated by temporary fencing, and remain in effect as long as construction is occurring or until the nest is no longer active. No project construction shall occur within the fenced nest zone until the young have fledged, are no longer being fed by the parents, have left the nest, and will no longer be impacted by the project. Reductions in the nest buffer distance may be appropriate depending on the avian species involved, ambient levels of human activity, screening vegetation, or possibly other factors.

We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to **Stephanie Holstege** at (562) 342-2103 and Stephanie.holstege@wildlife.ca.gov.

Sincerely,

for Betty J. Courtney
Environmental Program Manager I
South Coast Region

ec: Jonathon Synder at FWS (U.S. Fish and Wildlife Service)
Scott Morgan (State Clearinghouse)

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF REGIONAL PLANNING
IGR/CEQA BRANCH
100 MAIN STREET, MS # 16
LOS ANGELES, CA 90012-3606
PHONE: (213) 897-0219
FAX: (213) 897-1337

Serious drought
Help save water!

August 2, 2016

Mr. Eric Scherer
City of La Verne
3660D. Street
La Verne, CA 91750

Re: **University of La Verne Facilities And Technology Master Plan**
Vic: LA-210
SCH# 2016071053
GTS# LA-2016-0041ME

Dear Mr. Scherer:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the University of La Verne Facilities And Technology Master Plan.

The plan is consistent with the University's 2020 Strategic Vision, and would result in a physical development plan that extends, in three six-year phases, to the year 2035. The project anticipates an increase in enrollment of approx. 500 students, a net increase in 748 to 1,214 beds in student residences.

The nearest State facility to the proposed project is Interstate-210. Caltrans does not expect project approval to result into a direct adverse impact to the existing State transportation facilities. However we recommend consideration be given to a ride-share program and/or an exclusive shuttle bus for current and future students to commute to school if one is not already in place.

In the Spirit of mutual cooperation, Caltrans staff is available to work with your planners and traffic engineers for this project, if needed. If you have any questions regarding these comments, please contact project coordinator Ms. Miya Edmonson, at (213) 897-6536 and refer to GTS# LA-2016-0041ME.

Sincerely,

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

El Siglo XX Corporation
P.O. Box 238
La Verne, CA 91750

August 18, 2016

RE: University of La Verne Facilities and Technology Master Plan

Dear Sir or Madam:

We are writing to you to let you know El Siglo XX Corporation is against the University of La Verne's Master Plan to close 3rd Street from B Street to C Street.

3rd Street is a main thoroughfare for residents who live south of Bonita and west of B Street. It is also their main access to downtown La Verne and we feel that closing it would create a hardship for many residents. We own 5 income properties that would be directly affected by this and have other shareholders who also live close enough to be affected by it. This proposal would increase traffic on Bonita and inconvenience many La Verne residents who travel through the city.

We hope you will take our concerns into consideration as you contemplate their proposed Master Plan.

Thank you,

Elias D. Castro

Elias Castro
President

EL SIGLO XX CORPORATION
INCORPORATED
MARCH 29, 1948
CALIFORNIA

COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

COMMUNITY
DEVELOPMENT
DEPARTMENT

AUG 16 2016

RECEIVED

August 9, 2016

Eric Scherer, Principal Planner
City of La Verne Community Development Department
3660 D Street
La Verne, CA 91750

SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN

Thank you for the opportunity to comment on the Notice of Preparation of an EIR for the University of La Verne Facilities and Technology Master Plan. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the Notice of Preparation document and has the following comments.

In accordance with the California Public Utilities Code (PUC), Section 21676(b), prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the Airport Land Use Commission pursuant to Section 21675, the local agency shall first refer the proposed action to the ALUC for a consistency determination with the adopted Brackett Field Airport Land Use Compatibility Plan. If the Master Plan requires an amendment to the City's General Plan and/or requires zone changes, then the Master Plan need to be referred to Los Angeles County ALUC for review.

The types of potential airport impacts which the ALUC considers are: 1) Exposure to aircraft noise; 2) Land use safety – the risks, both to people on the ground and the occupants of aircraft, associated with aircraft accidents near airports; 3) Protection of airport airspace from hazards to flight; and 4) General concerns, especially annoyance, related to aircraft overflights. The relevant sections of the Draft EIR which the ALUC will review for this project are the Land Use & Planning, Noise and Hazards/Hazardous Materials.

The timing of submission of materials for review by the ALUC should be after the City of La Verne has taken preliminary action, such as through Planning Commission initial approval, but before the City Council has considered the project for final approval. All project information should be filed with the Department of Regional Planning.

A pre-consultation with ALUC staff is recommended before the formal submission of project materials, which can be arranged by calling (213) 974-6432 or sending an email to aluc@planning.lacounty.gov. For additional information on project submittal materials, please visit our webpage at: http://planning.lacounty.gov/aluc.

If you have any questions, please call Bruce Durbin at (213) 974-6432 Monday through Thursday between 7:30 a.m. and 5:30 p.m, or email him at aluc@planning.lacounty.gov.

Sincerely,

Bruce Durbin, Supervising Regional Planner
Ordinance Studies/ALUC Staff

BD:as

STATE OF CALIFORNIA Edmund G. Brown Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone (916) 373-3710
Fax (916) 373-5471
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

July 20, 2016

Eric Scherer
City of La Verne
3660 D Street
La Verne, CA 91750

sent via e-mail:
escherer@ci.la-verne.ca.us

RE: SCH# 2016071053; University of La Verne Facilities and Technology Master Plan Project, draft Environmental Impact Report, Los Angeles County, California

Dear Mr. Scherer:

The Native American Heritage Commission has received the Notice of Preparation (NOP) for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code § 21000 et seq.), specifically Public Resources Code section 21084.1, states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, § 15064.5 (b) (CEQA Guidelines Section 15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an environmental impact report (EIR) shall be prepared. (Pub. Resources Code § 21080 (d); Cal. Code Regs., tit. 14, § 15064 subd.(a)(1) (CEQA Guidelines § 15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources with the area of project effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a **separate category of cultural resources**, "tribal cultural resources" (Pub. Resources Code § 21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code § 21084.3 (a)). **AB 52 applies to any project for which a notice of preparation or a notice of negative declaration or mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. § 800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments. **Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.**

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
    - **a.** A brief description of the project.
    - **b.** The lead agency contact information.
    - **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code § 21080.3.1 (d)).
    - **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code § 21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code § 21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or environmental impact report. (Pub. Resources Code § 21080.3.1(b)).
    a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code § 65352.4 (SB 18). (Pub. Resources Code § 21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
    a. Alternatives to the project.
    b. Recommended mitigation measures.
    c. Significant effects. (Pub. Resources Code § 21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
    a. Type of environmental review necessary.
    b. Significance of the tribal cultural resources.
    c. Significance of the project's impacts on tribal cultural resources.
    d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code § 21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code sections 6254 (r) and 6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code § 21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
    a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
    b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code section 21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code § 21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code § 21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code section 21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code section 21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code § 21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code section 21084.3 (b). (Pub. Resources Code § 21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
   i. Protecting the cultural character and integrity of the resource.
   ii. Protecting the traditional use of the resource.
   iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code § 21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a nonfederally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code § 815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code § 5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An environmental impact report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code sections 21080.3.1 and 21080.3.2 and concluded pursuant to Public Resources Code section 21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code section 21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code § 21082.3 (d)).

This process should be documented in the Cultural Resources section of your environmental document.

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code § 65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code § 65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code section 65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code sections 5097.9 and 5097.993 that are within the city's or county's jurisdiction. (Gov. Code § 65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
   a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
   b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have been already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, section 15064.5(f) (CEQA Guidelines section 15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code section 7050.5, Public Resources Code section 5097.98, and Cal. Code Regs., tit. 14, section 15064.5, subdivisions (d) and (e) (CEQA Guidelines section 15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

Please contact me if you need any additional information at gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

cc: State Clearinghouse

University of La Verne Facilities and Technology Master Plan

EIR Scoping Meeting

Comment Sheet

Please share any concerns related to the potential environmental impacts of the proposed project. Please feel free to provide alternatives or ideas for mitigation measures to potential impacts that you may be aware of. Our team will do our best to input them in the Environmental Impact Report. You may use this form in addition to, or instead of, making oral comments at this public meeting or submitting your comments separately by mail, email, or fax. Feel free to share this form with others who may not have been able to attend the Scoping Meeting.

Name: Jeannie Davis

Affiliation: resident
(e.g. resident, agency representative, businessperson, community group member)

Address: 2009 Fifth st.
La Verne CA 91750

Phone: 909 919 6004

Email:

Comments:

Please consider street clousures - No - The streets are used by residents, police and fire personel. And have done so long before the University decided to enlarge again. The University should not engulf community needs like a cancer growth. The University should consider its self as part of our community - Not a separate enity apart from the community. Also - Consider Wooly Hall and WIT Hoover buildings - Well beyond 45 yeas of age - Both men were a very important part of University history. Their memorials should remain untouched.

Please submit via mail to:
City of La Verne
Attn: Eric Scherer, Principal Planner
3660 D Street
La Verne, California 91750

-or-

over please

Please submit via email to:
escherer@ci.la-verne.ca.us

Please submit via fax to:
909-596-8737

I graduated from LaVerne College 53 years ago. I lived in Hanawalt-Studibaker Hall during that time, so ~~I~~ those dorms ~~are~~ are also more then 45 years old. Please consider carefully, when granting distruction privileges.

The chapel was donated by Mrs Dant as the largest contributor. Does the University really need to subject those of us that live so close to it, the problem we have already lived through a second time? When will the University be contented with what they already have?

I am a third generation graduate. My daughter, currently in attendance, is a Fourth Generation. My grandson wants to attend in seven more years. We do care about the universities well being. But we still need to live near by in peace.

Jeannie J Davis

rincon

Rincon Consultants, Inc.

Environmental Scientists Planners Engineers

MEMORANDUM

☐ **Ventura**
180 North Ashwood Avenue
Ventura, California 93003
805 644 4455
FAX 644 4240

☐ **San Luis Obispo**
1530 Monterey Street, Suite D
San Luis Obispo, California 93401
805 547 0900
FAX 547 0901

☐ **Carlsbad**
2215 Faraday Avenue, Suite A
Carlsbad, California 92008
760 918 9444
FAX 918 9449

☐ **Monterey**
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510 834 4455
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☐ **Fresno**
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559 228 9925

☐ **Sacramento**
4825 J Street
Suite 200
Sacramento, California 95819
916 706 1374

■ **Los Angeles**
706 South Hill Street
Suite 1200
Los Angeles, California 90014
213 788 4842

Date:	7/29/16
To:	Eric Scherer, Principal Planner
Organization:	City of La Verne
From:	Sally Schifman, Associate Environmental Planner
Email:	escherer@ci.la-verne.ca.us; cwahib@ci.la-verne.ca.us
cc:	svete@rinconconsultants.com; jjanowicz@rinconconsultants.com
Re:	University of La Verne Facilities & Technology Master Plan EIR Scoping Meeting Summary

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Hello Eric et al. – The following is a **draft summary** of comments received on the University of La Verne Facilities and Technology Master Plan Notice of Preparation at the Public Scoping Meeting for the EIR for that project held at the City of La Verne Council Chambers on Tuesday, July 26th, 2016. If you have any questions or comments on this memo, please feel free to contact me. Thank you very much.

Topic: Gold Line

- Question/comment: Will parking structure #2 service the Gold Line riders?
- *Answer:*

Topic: Park Campus

- Question/comment: Any plans for the shuttle lot?
- *Answer: No*

Topic: Speed Limits

- Question/comment: Cars go too fast along Walnut, presumably linked to the students and/or visitors using Park Campus. Concerned for safety.
- *Answer: New parking structure (#1) should help this year, parking structure #2 would further alleviate the traffic from Park Campus*

Topic: Parking Lot SS

- Question/comment: Will there be enough parking? Where are the University users going to park?
- *Answer: The City has new, more conservative standards – the Master Plan is following that; Parking Structure #1 has just opened and #2 will further contribute to alleviating parking shortages.*

- Question/comment: Concern about creating parking lot SS – how will it look; too much pavement at C and Bonita
    - Aesthetic issues: worried it will look too sterile; wants landscaping, monuments, deep landscape buffers; requests review of light/glare
- *Answer: All concerns regarding the visual impacts of Parking Lot SS will be analyzed as part of the Aesthetic Section of the EIR.*

Topic: Street Closures

- Question/comment: Closure of 3rd Street will cut pedestrian and vehicle connection to D Street from neighborhood to the west.
- *Answer: It will help move traffic to Bonita which is a primary street and encourage calmer use of 3rd adjacent residential and academic buildings.*

- Question/comment: Closures will push car parking into nearby neighborhoods
- *Answer: Want to divert parking to the new parking structure and eventually Structure #2*

Topic: Open 1st Street

- Question/comment: Students park along 1st Street and then walk into campus – plans to fully open that connection for students and neighbors?
- *Answer: Want to divert parking to the new parking garage. Opening up 1st would encourage students/visitors to continue parking in neighborhood*

Topic: Light at Bonita and B

- Question/comment: Plans to make B Street one-way?
- *Answer: No; also not a part of Master Plan.*

Topic: Student Enrollment/Parking

- Question/comment: Where are all the new students going to fit?
- *Answer: The University is looking at a dip in undergrad enrollment for 2016-2017, plus looking at reducing graduate program. Most growth is anticipated in online and regional campus growth. 500 student increase in enrollment by 2035, with optimistic 800. Hence the need for the campus upgrades.*

Topic: Building Demolition

- Question/comment: Are there plans to demolish any historic buildings?
- *Answer: All buildings slated for demolition will be reviewed for historic value. Cultural resources will be analyzed as part of the EIR.*

Topic: Compatibility with Surrounding Neighborhood

- Question/comment: Are the new buildings going to be high-rise buildings?
- Question/comment: The scale of the proposed new buildings needs to be analyzed in comparison to the surrounding neighbors.
- *Answer: The maximum building heights on La Verne Campus are proposed to be 5 stories. All proposed development standards will be analyzed as part of the EIR Land Use and Planning Section and potential impacts will be reviewed as part of the Aesthetic Section.*

Topic: "College Creep"

- Question/comment: Instead of building the buildings up, are there plans to build out?
- *Answer: The Master Plan mostly stays within the existing boundaries of the University's main campus property. The University is looking at building taller building in order to limit outward growth.*

- Question/comment: Will the residential properties currently being used for non-residential University purposes be re-converted to residential – in order to maintain the residential nature of the neighborhood?
- *Answer: Most likely not, as those buildings are actually currently zoned for commercial and/or office land uses.*

Topic: Building Quality

- Question/comment: How long will the new buildings last?
- *Answer: Hopefully a long time. The University has included images of building materials examples in the Master Plan.*

Topic: Road Access from Puddingstone

- Question/comment: (Property owners at Carrion Adobe) Thought that the access road from Puddingstone, just west of storm channel, was removed. Is this proposed road safe? Does it meet road width standards?
- *Answer: Yes, it would meet the necessary standards and it would most likely be used for secondary access to Campus West. There needs to be more than one access point to the property located west of the channel.*

Topic: Proposed Multi-family Residences

- Question/comment: What are the anticipated traffic impacts to Puddingstone heading west from the multi-family housing?
- *Answer: Most likely minor as that traffic would likely be distributed north on Wheeler or east on Puddingstone. However, any potential impacts will be analyzed through the Transportation and Circulation section.*

- Are the multi-family units meant for University housing?
- *Answer: No. Private, market-value units.*

Topic: Groundwater monitoring

- Question/comment: What is happening with the groundwater monitoring from the soil hazard/plume located along the northern portion of Campus West?

- *Answer: That is why the solar field is proposed for that area. Monitoring will continue as necessary. This will be analyzed as part of the Hazards section.*

Topic: Alternatives

- Question/comment: Perhaps put in a buffer along the Carrion Adobe property or create an alternative design that put the solar next to the Adobe.
- *Answer: Buffer/aesthetic issues will be analyzed under Aesthetics and the potential for an Alternative design may be addressed in the Alternatives section.*

Appendix B

Air Quality and Greenhouse Gases Information

University of La Verne Demolished Buildings

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	147.80	1000sqft	3.39	147,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2 year college assumed to account for square footage of buildings removed

Area Coating - Low VOC paint per SCAQMD Rule 1113

Vehicle Trips - trip rates to match project traffic study for University Land Use

Woodstoves -

Construction Off-road Equipment Mitigation -

Area Mitigation - per SCAQMD Rule 1113

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	11.23	0.09
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	27.49	0.87

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.4669	3.9599	3.3005	5.2300e-003	0.1681	0.2426	0.4107	0.0643	0.2273	0.2916	0.0000	453.4442	453.4442	0.0872	0.0000	455.2756
2018	1.7335	0.1864	0.1763	2.9000e-004	4.4000e-003	0.0111	0.0155	1.1700e-003	0.0104	0.0116	0.0000	25.2252	25.2252	5.8300e-003	0.0000	25.3477
Total	**2.2003**	**4.1462**	**3.4768**	**5.5200e-003**	**0.1725**	**0.2537**	**0.4263**	**0.0655**	**0.2377**	**0.3032**	**0.0000**	**478.6694**	**478.6694**	**0.0930**	**0.0000**	**480.6233**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.4669	3.9598	3.3005	5.2300e-003	0.1681	0.2426	0.4107	0.0643	0.2273	0.2916	0.0000	453.4438	453.4438	0.0872	0.0000	455.2752
2018	1.7335	0.1864	0.1763	2.9000e-004	4.4000e-003	0.0111	0.0155	1.1700e-003	0.0104	0.0116	0.0000	25.2252	25.2252	5.8300e-003	0.0000	25.3477
Total	**2.2003**	**4.1462**	**3.4768**	**5.5200e-003**	**0.1725**	**0.2537**	**0.4263**	**0.0655**	**0.2377**	**0.3032**	**0.0000**	**478.6690**	**478.6690**	**0.0930**	**0.0000**	**480.6229**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6884	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6700e-003	3.6700e-003	1.0000e-005	0.0000	3.8800e-003
Energy	0.0227	0.2063	0.1733	1.2400e-003		0.0157	0.0157		0.0157	0.0157	0.0000	696.5652	696.5652	0.0260	8.6100e-003	699.7790
Mobile	0.0569	0.1706	0.6488	1.5700e-003	0.1072	2.3200e-003	0.1096	0.0287	2.1400e-003	0.0308	0.0000	121.8117	121.8117	4.7900e-003	0.0000	121.9124
Waste						0.0000	0.0000		0.0000	0.0000	39.0027	0.0000	39.0027	2.3050	0.0000	87.4075
Water						0.0000	0.0000		0.0000	0.0000	2.2999	63.0626	65.3625	0.2391	6.1800e-003	72.2991
Total	**0.7680**	**0.3769**	**0.8240**	**2.8100e-003**	**0.1072**	**0.0180**	**0.1253**	**0.0287**	**0.0178**	**0.0465**	**41.3026**	**881.4431**	**922.7457**	**2.5749**	**0.0148**	**981.4019**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6884	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6700e-003	3.6700e-003	1.0000e-005	0.0000	3.8800e-003
Energy	0.0227	0.2063	0.1733	1.2400e-003		0.0157	0.0157		0.0157	0.0157	0.0000	696.5652	696.5652	0.0260	8.6100e-003	699.7790
Mobile	0.0569	0.1706	0.6488	1.5700e-003	0.1072	2.3200e-003	0.1096	0.0287	2.1400e-003	0.0308	0.0000	121.8117	121.8117	4.7900e-003	0.0000	121.9124
Waste						0.0000	0.0000		0.0000	0.0000	39.0027	0.0000	39.0027	2.3050	0.0000	87.4075
Water						0.0000	0.0000		0.0000	0.0000	2.2999	63.0626	65.3625	0.2391	6.1700e-003	72.2954
Total	**0.7680**	**0.3769**	**0.8240**	**2.8100e-003**	**0.1072**	**0.0180**	**0.1253**	**0.0287**	**0.0178**	**0.0465**	**41.3026**	**881.4431**	**922.7457**	**2.5749**	**0.0148**	**981.3982**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.07**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	2/15/2017	5	8	
4	Building Construction	Building Construction	2/16/2017	1/3/2018	5	230	
5	Paving	Paving	1/4/2018	1/29/2018	5	18	
6	Architectural Coating	Architectural Coating	1/30/2018	2/22/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 221,700; Non-Residential Outdoor: 73,900 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	62.00	24.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8292
Total	**0.0405**	**0.4270**	**0.3389**	**4.0000e-004**		**0.0213**	**0.0213**		**0.0198**	**0.0198**	**0.0000**	**36.6182**	**36.6182**	**0.0101**	**0.0000**	**36.8292**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.0000e-004	8.3000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4826	1.4826	8.0000e-005	0.0000	1.4842
Total	**5.4000e-004**	**8.0000e-004**	**8.3000e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4826**	**1.4826**	**8.0000e-005**	**0.0000**	**1.4842**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8291
Total	**0.0405**	**0.4270**	**0.3389**	**4.0000e-004**		**0.0213**	**0.0213**		**0.0198**	**0.0198**	**0.0000**	**36.6182**	**36.6182**	**0.0101**	**0.0000**	**36.8291**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.0000e-004	8.3000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4826	1.4826	8.0000e-005	0.0000	1.4842
Total	**5.4000e-004**	**8.0000e-004**	**8.3000e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4826**	**1.4826**	**8.0000e-005**	**0.0000**	**1.4842**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1294	0.0985	1.0000e-004		6.8900e-003	6.8900e-003		6.3300e-003	6.3300e-003	0.0000	9.0789	9.0789	2.7800e-003	0.0000	9.1373
Total	**0.0121**	**0.1294**	**0.0985**	**1.0000e-004**	**0.0452**	**6.8900e-003**	**0.0521**	**0.0248**	**6.3300e-003**	**0.0312**	**0.0000**	**9.0789**	**9.0789**	**2.7800e-003**	**0.0000**	**9.1373**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	2.4000e-004	2.4900e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4448	0.4448	2.0000e-005	0.0000	0.4453
Total	**1.6000e-004**	**2.4000e-004**	**2.4900e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4448**	**0.4448**	**2.0000e-005**	**0.0000**	**0.4453**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0452	0.0000	0.0452	0.0248	0.0000	0.0248	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0121	0.1294	0.0985	1.0000e-004		6.8900e-003	6.8900e-003		6.3300e-003	6.3300e-003	0.0000	9.0788	9.0788	2.7800e-003	0.0000	9.1373
Total	**0.0121**	**0.1294**	**0.0985**	**1.0000e-004**	**0.0452**	**6.8900e-003**	**0.0521**	**0.0248**	**6.3300e-003**	**0.0312**	**0.0000**	**9.0788**	**9.0788**	**2.7800e-003**	**0.0000**	**9.1373**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-004	2.4000e-004	2.4900e-003	1.0000e-005	4.9000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.3000e-004	0.0000	0.4448	0.4448	2.0000e-005	0.0000	0.4453
Total	**1.6000e-004**	**2.4000e-004**	**2.4900e-003**	**1.0000e-005**	**4.9000e-004**	**0.0000**	**5.0000e-004**	**1.3000e-004**	**0.0000**	**1.3000e-004**	**0.0000**	**0.4448**	**0.4448**	**2.0000e-005**	**0.0000**	**0.4453**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.1439	0.1015	1.2000e-004		8.1600e-003	8.1600e-003		7.5000e-003	7.5000e-003	0.0000	11.0447	11.0447	3.3800e-003	0.0000	11.1157
Total	**0.0138**	**0.1439**	**0.1015**	**1.2000e-004**	**0.0262**	**8.1600e-003**	**0.0344**	**0.0135**	**7.5000e-003**	**0.0210**	**0.0000**	**11.0447**	**11.0447**	**3.3800e-003**	**0.0000**	**11.1157**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.2000e-004	3.3200e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5931	0.5931	3.0000e-005	0.0000	0.5937
Total	**2.2000e-004**	**3.2000e-004**	**3.3200e-003**	**1.0000e-005**	**6.6000e-004**	**1.0000e-005**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5931**	**0.5931**	**3.0000e-005**	**0.0000**	**0.5937**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0262	0.0000	0.0262	0.0135	0.0000	0.0135	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0138	0.1439	0.1015	1.2000e-004		8.1600e-003	8.1600e-003		7.5000e-003	7.5000e-003	0.0000	11.0447	11.0447	3.3800e-003	0.0000	11.1157
Total	**0.0138**	**0.1439**	**0.1015**	**1.2000e-004**	**0.0262**	**8.1600e-003**	**0.0344**	**0.0135**	**7.5000e-003**	**0.0210**	**0.0000**	**11.0447**	**11.0447**	**3.3800e-003**	**0.0000**	**11.1157**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-004	3.2000e-004	3.3200e-003	1.0000e-005	6.6000e-004	1.0000e-005	6.6000e-004	1.7000e-004	0.0000	1.8000e-004	0.0000	0.5931	0.5931	3.0000e-005	0.0000	0.5937
Total	**2.2000e-004**	**3.2000e-004**	**3.3200e-003**	**1.0000e-005**	**6.6000e-004**	**1.0000e-005**	**6.6000e-004**	**1.7000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**0.5931**	**0.5931**	**3.0000e-005**	**0.0000**	**0.5937**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3521	2.9970	2.0577	3.0400e-003		0.2022	0.2022		0.1899	0.1899	0.0000	271.8088	271.8088	0.0669	0.0000	273.2136
Total	**0.3521**	**2.9970**	**2.0577**	**3.0400e-003**		**0.2022**	**0.2022**		**0.1899**	**0.1899**	**0.0000**	**271.8088**	**271.8088**	**0.0669**	**0.0000**	**273.2136**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0221	0.2237	0.3004	5.9000e-004	0.0168	3.4700e-003	0.0202	4.7900e-003	3.1900e-003	7.9800e-003	0.0000	52.8188	52.8188	3.8000e-004	0.0000	52.8267
Worker	0.0253	0.0375	0.3894	9.5000e-004	0.0772	6.3000e-004	0.0778	0.0205	5.8000e-004	0.0211	0.0000	69.5544	69.5544	3.5900e-003	0.0000	69.6299
Total	**0.0474**	**0.2612**	**0.6898**	**1.5400e-003**	**0.0940**	**4.1000e-003**	**0.0981**	**0.0253**	**3.7700e-003**	**0.0291**	**0.0000**	**122.3733**	**122.3733**	**3.9700e-003**	**0.0000**	**122.4567**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3521	2.9970	2.0577	3.0400e-003		0.2022	0.2022		0.1899	0.1899	0.0000	271.8085	271.8085	0.0669	0.0000	273.2133
Total	**0.3521**	**2.9970**	**2.0577**	**3.0400e-003**		**0.2022**	**0.2022**		**0.1899**	**0.1899**	**0.0000**	**271.8085**	**271.8085**	**0.0669**	**0.0000**	**273.2133**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0221	0.2237	0.3004	5.9000e-004	0.0168	3.4700e-003	0.0202	4.7900e-003	3.1900e-003	7.9800e-003	0.0000	52.8188	52.8188	3.8000e-004	0.0000	52.8267
Worker	0.0253	0.0375	0.3894	9.5000e-004	0.0772	6.3000e-004	0.0778	0.0205	5.8000e-004	0.0211	0.0000	69.5544	69.5544	3.5900e-003	0.0000	69.6299
Total	**0.0474**	**0.2612**	**0.6898**	**1.5400e-003**	**0.0940**	**4.1000e-003**	**0.0981**	**0.0253**	**3.7700e-003**	**0.0291**	**0.0000**	**122.3733**	**122.3733**	**3.9700e-003**	**0.0000**	**122.4567**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.0000e-003	0.0349	0.0263	4.0000e-005		2.2400e-003	2.2400e-003		2.1100e-003	2.1100e-003	0.0000	3.5516	3.5516	8.7000e-004	0.0000	3.5698
Total	**4.0000e-003**	**0.0349**	**0.0263**	**4.0000e-005**		**2.2400e-003**	**2.2400e-003**		**2.1100e-003**	**2.1100e-003**	**0.0000**	**3.5516**	**3.5516**	**8.7000e-004**	**0.0000**	**3.5698**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7000e-004	2.7100e-003	3.8000e-003	1.0000e-005	2.2000e-004	4.0000e-005	2.6000e-004	6.0000e-005	4.0000e-005	1.0000e-004	0.0000	0.6863	0.6863	0.0000	0.0000	0.6864
Worker	3.0000e-004	4.5000e-004	4.6600e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8849	0.8849	4.0000e-005	0.0000	0.8858
Total	**5.7000e-004**	**3.1600e-003**	**8.4600e-003**	**2.0000e-005**	**1.2400e-003**	**5.0000e-005**	**1.2900e-003**	**3.3000e-004**	**5.0000e-005**	**3.8000e-004**	**0.0000**	**1.5712**	**1.5712**	**4.0000e-005**	**0.0000**	**1.5723**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.0000e-003	0.0349	0.0263	4.0000e-005		2.2400e-003	2.2400e-003		2.1100e-003	2.1100e-003	0.0000	3.5515	3.5515	8.7000e-004	0.0000	3.5698
Total	**4.0000e-003**	**0.0349**	**0.0263**	**4.0000e-005**		**2.2400e-003**	**2.2400e-003**		**2.1100e-003**	**2.1100e-003**	**0.0000**	**3.5515**	**3.5515**	**8.7000e-004**	**0.0000**	**3.5698**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.7000e-004	2.7100e-003	3.8000e-003	1.0000e-005	2.2000e-004	4.0000e-005	2.6000e-004	6.0000e-005	4.0000e-005	1.0000e-004	0.0000	0.6863	0.6863	0.0000	0.0000	0.6864
Worker	3.0000e-004	4.5000e-004	4.6600e-003	1.0000e-005	1.0200e-003	1.0000e-005	1.0300e-003	2.7000e-004	1.0000e-005	2.8000e-004	0.0000	0.8849	0.8849	4.0000e-005	0.0000	0.8858
Total	**5.7000e-004**	**3.1600e-003**	**8.4600e-003**	**2.0000e-005**	**1.2400e-003**	**5.0000e-005**	**1.2900e-003**	**3.3000e-004**	**5.0000e-005**	**3.8000e-004**	**0.0000**	**1.5712**	**1.5712**	**4.0000e-005**	**0.0000**	**1.5723**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0127	0.1289	0.1104	1.7000e-004		7.4500e-003	7.4500e-003		6.8700e-003	6.8700e-003	0.0000	15.0641	15.0641	4.5600e-003	0.0000	15.1599
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0127**	**0.1289**	**0.1104**	**1.7000e-004**		**7.4500e-003**	**7.4500e-003**		**6.8700e-003**	**6.8700e-003**	**0.0000**	**15.0641**	**15.0641**	**4.5600e-003**	**0.0000**	**15.1599**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	8.7000e-004	9.0200e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7127	1.7127	9.0000e-005	0.0000	1.7145
Total	**5.8000e-004**	**8.7000e-004**	**9.0200e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7127**	**1.7127**	**9.0000e-005**	**0.0000**	**1.7145**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0127	0.1289	0.1104	1.7000e-004		7.4500e-003	7.4500e-003		6.8700e-003	6.8700e-003	0.0000	15.0641	15.0641	4.5600e-003	0.0000	15.1599
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0127**	**0.1289**	**0.1104**	**1.7000e-004**		**7.4500e-003**	**7.4500e-003**		**6.8700e-003**	**6.8700e-003**	**0.0000**	**15.0641**	**15.0641**	**4.5600e-003**	**0.0000**	**15.1599**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.8000e-004	8.7000e-004	9.0200e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7127	1.7127	9.0000e-005	0.0000	1.7145
Total	**5.8000e-004**	**8.7000e-004**	**9.0200e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7127**	**1.7127**	**9.0000e-005**	**0.0000**	**1.7145**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7126					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6900e-003	0.0181	0.0167	3.0000e-005		1.3500e-003	1.3500e-003		1.3500e-003	1.3500e-003	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3025
Total	**1.7153**	**0.0181**	**0.0167**	**3.0000e-005**		**1.3500e-003**	**1.3500e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**2.2979**	**2.2979**	**2.2000e-004**	**0.0000**	**2.3025**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0276	1.0276	5.0000e-005	0.0000	1.0287
Total	**3.5000e-004**	**5.2000e-004**	**5.4100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0276**	**1.0276**	**5.0000e-005**	**0.0000**	**1.0287**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.7126					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.6900e-003	0.0181	0.0167	3.0000e-005		1.3500e-003	1.3500e-003		1.3500e-003	1.3500e-003	0.0000	2.2979	2.2979	2.2000e-004	0.0000	2.3025
Total	**1.7153**	**0.0181**	**0.0167**	**3.0000e-005**		**1.3500e-003**	**1.3500e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**2.2979**	**2.2979**	**2.2000e-004**	**0.0000**	**2.3025**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.5000e-004	5.2000e-004	5.4100e-003	1.0000e-005	1.1800e-003	1.0000e-005	1.1900e-003	3.1000e-004	1.0000e-005	3.2000e-004	0.0000	1.0276	1.0276	5.0000e-005	0.0000	1.0287
Total	**3.5000e-004**	**5.2000e-004**	**5.4100e-003**	**1.0000e-005**	**1.1800e-003**	**1.0000e-005**	**1.1900e-003**	**3.1000e-004**	**1.0000e-005**	**3.2000e-004**	**0.0000**	**1.0276**	**1.0276**	**5.0000e-005**	**0.0000**	**1.0287**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0569	0.1706	0.6488	1.5700e-003	0.1072	2.3200e-003	0.1096	0.0287	2.1400e-003	0.0308	0.0000	121.8117	121.8117	4.7900e-003	0.0000	121.9124
Unmitigated	0.0569	0.1706	0.6488	1.5700e-003	0.1072	2.3200e-003	0.1096	0.0287	2.1400e-003	0.0308	0.0000	121.8117	121.8117	4.7900e-003	0.0000	121.9124

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2Yr)	128.59	12.86	0.00	282,960	282,960
Total	128.59	12.86	0.00	282,960	282,960

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512163	0.060173	0.180257	0.139094	0.042244	0.006664	0.016017	0.031880	0.001940	0.002497	0.004356	0.000592	0.002122

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	472.0174	472.0174	0.0217	4.4900e-003	473.8647
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	472.0174	472.0174	0.0217	4.4900e-003	473.8647
NaturalGas Mitigated	0.0227	0.2063	0.1733	1.2400e-003		0.0157	0.0157		0.0157	0.0157	0.0000	224.5478	224.5478	4.3000e-003	4.1200e-003	225.9143
NaturalGas Unmitigated	0.0227	0.2063	0.1733	1.2400e-003		0.0157	0.0157		0.0157	0.0157	0.0000	224.5478	224.5478	4.3000e-003	4.1200e-003	225.9143

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2Yr)	4.20787e+006	0.0227	0.2063	0.1733	1.2400e-003		0.0157	0.0157		0.0157	0.0157	0.0000	224.5478	224.5478	4.3000e-003	4.1200e-003	225.9143
Total		**0.0227**	**0.2063**	**0.1733**	**1.2400e-003**		**0.0157**	**0.0157**		**0.0157**	**0.0157**	**0.0000**	**224.5478**	**224.5478**	**4.3000e-003**	**4.1200e-003**	**225.9143**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Junior College (2Yr)	4.20787e+006	0.0227	0.2063	0.1733	1.2400e-003		0.0157	0.0157		0.0157	0.0157	0.0000	224.5478	224.5478	4.3000e-003	4.1200e-003	225.9143
Total		**0.0227**	**0.2063**	**0.1733**	**1.2400e-003**		**0.0157**	**0.0157**		**0.0157**	**0.0157**	**0.0000**	**224.5478**	**224.5478**	**4.3000e-003**	**4.1200e-003**	**225.9143**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2Yr)	1.64945e+006	472.0174	0.0217	4.4900e-003	473.8647
Total		**472.0174**	**0.0217**	**4.4900e-003**	**473.8647**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Junior College (2Yr)	1.64945e+006	472.0174	0.0217	4.4900e-003	473.8647
Total		**472.0174**	**0.0217**	**4.4900e-003**	**473.8647**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6884	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6700e-003	3.6700e-003	1.0000e-005	0.0000	3.8800e-003
Unmitigated	0.6884	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6700e-003	3.6700e-003	1.0000e-005	0.0000	3.8800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1541					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6700e-003	3.6700e-003	1.0000e-005	0.0000	3.8800e-003
Total	**0.6884**	**2.0000e-005**	**1.9200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.6700e-003**	**3.6700e-003**	**1.0000e-005**	**0.0000**	**3.8800e-003**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1541					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5341					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.9000e-004	2.0000e-005	1.9200e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.6700e-003	3.6700e-003	1.0000e-005	0.0000	3.8800e-003
Total	**0.6884**	**2.0000e-005**	**1.9200e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.6700e-003**	**3.6700e-003**	**1.0000e-005**	**0.0000**	**3.8800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	65.3625	0.2391	6.1700e-003	72.2954
Unmitigated	65.3625	0.2391	6.1800e-003	72.2991

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2Yr)	7.24945 / 11.3389	65.3625	0.2391	6.1800e-003	72.2991
Total		**65.3625**	**0.2391**	**6.1800e-003**	**72.2991**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Junior College (2Yr)	7.24945 / 11.3389	65.3625	0.2391	6.1700e-003	72.2954
Total		**65.3625**	**0.2391**	**6.1700e-003**	**72.2954**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	39.0027	2.3050	0.0000	87.4075
Unmitigated	39.0027	2.3050	0.0000	87.4075

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2Yr)	192.14	39.0027	2.3050	0.0000	87.4075
Total		**39.0027**	**2.3050**	**0.0000**	**87.4075**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Junior College (2Yr)	192.14	39.0027	2.3050	0.0000	87.4075
Total		**39.0027**	**2.3050**	**0.0000**	**87.4075**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Verne Existing

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
University/College (4Yr)	4,849.00	Student	20.46	891,233.92	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Area Coating - Per SCAQMD Rule 1113

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.7227	5.8444	6.7430	0.0124	0.7363	0.2882	1.0245	0.2456	0.2687	0.5143	0.0000	1,030.7720	1,030.7720	0.1247	0.0000	1,033.3903
2018	10.7854	3.3517	4.7321	9.8900e-003	0.4475	0.1599	0.6075	0.1204	0.1499	0.2703	0.0000	793.5945	793.5945	0.0750	0.0000	795.1691
Total	**11.5081**	**9.1961**	**11.4751**	**0.0223**	**1.1838**	**0.4481**	**1.6319**	**0.3660**	**0.4186**	**0.7846**	**0.0000**	**1,824.3664**	**1,824.3664**	**0.1997**	**0.0000**	**1,828.5594**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.7227	5.8444	6.7430	0.0124	0.7363	0.2882	1.0245	0.2456	0.2687	0.5143	0.0000	1,030.7715	1,030.7715	0.1247	0.0000	1,033.3898
2018	10.7854	3.3517	4.7321	9.8900e-003	0.4475	0.1599	0.6075	0.1204	0.1499	0.2703	0.0000	793.5942	793.5942	0.0750	0.0000	795.1688
Total	**11.5081**	**9.1961**	**11.4751**	**0.0223**	**1.1838**	**0.4481**	**1.6319**	**0.3660**	**0.4186**	**0.7846**	**0.0000**	**1,824.3657**	**1,824.3657**	**0.1997**	**0.0000**	**1,828.5586**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.1560	6.0000e-004	0.0631	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.1203	0.1203	3.4000e-004	0.0000	0.1274
Energy	0.1368	1.2438	1.0448	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	4,200.2875	4,200.2875	0.1568	0.0519	4,219.6668
Mobile	5.5460	16.5753	63.0784	0.1529	10.4093	0.2254	10.6347	2.7855	0.2074	2.9929	0.0000	11,826.1485	11,826.1485	0.4657	0.0000	11,835.9278
Waste						0.0000	0.0000		0.0000	0.0000	179.6348	0.0000	179.6348	10.6161	0.0000	402.5732
Water						0.0000	0.0000		0.0000	0.0000	3.2938	90.3142	93.6080	0.3425	8.8500e-003	103.5421
Total	**9.8388**	**17.8197**	**64.1863**	**0.1604**	**10.4093**	**0.3201**	**10.7295**	**2.7855**	**0.3022**	**3.0877**	**182.9286**	**16,116.8706**	**16,299.7992**	**11.5814**	**0.0607**	**16,561.8373**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.1560	6.0000e-004	0.0631	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.1203	0.1203	3.4000e-004	0.0000	0.1274
Energy	0.1368	1.2438	1.0448	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	4,200.2875	4,200.2875	0.1568	0.0519	4,219.6668
Mobile	5.5460	16.5753	63.0784	0.1529	10.4093	0.2254	10.6347	2.7855	0.2074	2.9929	0.0000	11,826.1485	11,826.1485	0.4657	0.0000	11,835.9278
Waste						0.0000	0.0000		0.0000	0.0000	179.6348	0.0000	179.6348	10.6161	0.0000	402.5732
Water						0.0000	0.0000		0.0000	0.0000	3.2938	90.3142	93.6080	0.3424	8.8300e-003	103.5369
Total	**9.8388**	**17.8197**	**64.1863**	**0.1604**	**10.4093**	**0.3201**	**10.7295**	**2.7855**	**0.3022**	**3.0877**	**182.9286**	**16,116.8706**	**16,299.7992**	**11.5813**	**0.0607**	**16,561.8320**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.03**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/10/2017	5	10	
3	Grading	Grading	2/11/2017	3/31/2017	5	35	
4	Building Construction	Building Construction	4/1/2017	8/31/2018	5	370	
5	Paving	Paving	9/1/2018	9/28/2018	5	20	
6	Architectural Coating	Architectural Coating	9/29/2018	10/26/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,336,851; Non-Residential Outdoor: 445,617 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	374.00	146.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	75.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8292
Total	**0.0405**	**0.4270**	**0.3389**	**4.0000e-004**		**0.0213**	**0.0213**		**0.0198**	**0.0198**	**0.0000**	**36.6182**	**36.6182**	**0.0101**	**0.0000**	**36.8292**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.0000e-004	8.3000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4826	1.4826	8.0000e-005	0.0000	1.4842
Total	**5.4000e-004**	**8.0000e-004**	**8.3000e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4826**	**1.4826**	**8.0000e-005**	**0.0000**	**1.4842**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0405	0.4270	0.3389	4.0000e-004		0.0213	0.0213		0.0198	0.0198	0.0000	36.6182	36.6182	0.0101	0.0000	36.8291
Total	**0.0405**	**0.4270**	**0.3389**	**4.0000e-004**		**0.0213**	**0.0213**		**0.0198**	**0.0198**	**0.0000**	**36.6182**	**36.6182**	**0.0101**	**0.0000**	**36.8291**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.0000e-004	8.3000e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4826	1.4826	8.0000e-005	0.0000	1.4842
Total	**5.4000e-004**	**8.0000e-004**	**8.3000e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4826**	**1.4826**	**8.0000e-005**	**0.0000**	**1.4842**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	**0.0242**	**0.2588**	**0.1970**	**2.0000e-004**	**0.0903**	**0.0138**	**0.1041**	**0.0497**	**0.0127**	**0.0623**	**0.0000**	**18.1577**	**18.1577**	**5.5600e-003**	**0.0000**	**18.2745**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	4.8000e-004	4.9800e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8896	0.8896	5.0000e-005	0.0000	0.8905
Total	**3.2000e-004**	**4.8000e-004**	**4.9800e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8896**	**0.8896**	**5.0000e-005**	**0.0000**	**0.8905**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0242	0.2588	0.1970	2.0000e-004		0.0138	0.0138		0.0127	0.0127	0.0000	18.1577	18.1577	5.5600e-003	0.0000	18.2745
Total	**0.0242**	**0.2588**	**0.1970**	**2.0000e-004**	**0.0903**	**0.0138**	**0.1041**	**0.0497**	**0.0127**	**0.0623**	**0.0000**	**18.1577**	**18.1577**	**5.5600e-003**	**0.0000**	**18.2745**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	4.8000e-004	4.9800e-003	1.0000e-005	9.9000e-004	1.0000e-005	1.0000e-003	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8896	0.8896	5.0000e-005	0.0000	0.8905
Total	**3.2000e-004**	**4.8000e-004**	**4.9800e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**1.0000e-003**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8896**	**0.8896**	**5.0000e-005**	**0.0000**	**0.8905**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1067	1.2179	0.8191	1.0800e-003		0.0581	0.0581		0.0534	0.0534	0.0000	100.2294	100.2294	0.0307	0.0000	100.8743
Total	**0.1067**	**1.2179**	**0.8191**	**1.0800e-003**	**0.1518**	**0.0581**	**0.2098**	**0.0629**	**0.0534**	**0.1164**	**0.0000**	**100.2294**	**100.2294**	**0.0307**	**0.0000**	**100.8743**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2600e-003	1.8700e-003	0.0194	5.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.4594	3.4594	1.8000e-004	0.0000	3.4632
Total	**1.2600e-003**	**1.8700e-003**	**0.0194**	**5.0000e-005**	**3.8400e-003**	**3.0000e-005**	**3.8700e-003**	**1.0200e-003**	**3.0000e-005**	**1.0500e-003**	**0.0000**	**3.4594**	**3.4594**	**1.8000e-004**	**0.0000**	**3.4632**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1518	0.0000	0.1518	0.0629	0.0000	0.0629	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1067	1.2179	0.8191	1.0800e-003		0.0581	0.0581		0.0534	0.0534	0.0000	100.2292	100.2292	0.0307	0.0000	100.8742
Total	**0.1067**	**1.2179**	**0.8191**	**1.0800e-003**	**0.1518**	**0.0581**	**0.2098**	**0.0629**	**0.0534**	**0.1164**	**0.0000**	**100.2292**	**100.2292**	**0.0307**	**0.0000**	**100.8742**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2600e-003	1.8700e-003	0.0194	5.0000e-005	3.8400e-003	3.0000e-005	3.8700e-003	1.0200e-003	3.0000e-005	1.0500e-003	0.0000	3.4594	3.4594	1.8000e-004	0.0000	3.4632
Total	**1.2600e-003**	**1.8700e-003**	**0.0194**	**5.0000e-005**	**3.8400e-003**	**3.0000e-005**	**3.8700e-003**	**1.0200e-003**	**3.0000e-005**	**1.0500e-003**	**0.0000**	**3.4594**	**3.4594**	**1.8000e-004**	**0.0000**	**3.4632**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3025	2.5746	1.7676	2.6100e-003		0.1737	0.1737		0.1631	0.1631	0.0000	233.4921	233.4921	0.0575	0.0000	234.6989
Total	**0.3025**	**2.5746**	**1.7676**	**2.6100e-003**		**0.1737**	**0.1737**		**0.1631**	**0.1631**	**0.0000**	**233.4921**	**233.4921**	**0.0575**	**0.0000**	**234.6989**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1154	1.1688	1.5699	3.0800e-003	0.0876	0.0181	0.1057	0.0250	0.0167	0.0417	0.0000	276.0191	276.0191	1.9700e-003	0.0000	276.0604
Worker	0.1313	0.1944	2.0178	4.9100e-003	0.4001	3.2800e-003	0.4034	0.1063	3.0200e-003	0.1093	0.0000	360.4238	360.4238	0.0186	0.0000	360.8150
Total	**0.2467**	**1.3631**	**3.5878**	**7.9900e-003**	**0.4877**	**0.0214**	**0.5091**	**0.1313**	**0.0197**	**0.1510**	**0.0000**	**636.4429**	**636.4429**	**0.0206**	**0.0000**	**636.8755**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3025	2.5746	1.7676	2.6100e-003		0.1737	0.1737		0.1631	0.1631	0.0000	233.4919	233.4919	0.0575	0.0000	234.6987
Total	**0.3025**	**2.5746**	**1.7676**	**2.6100e-003**		**0.1737**	**0.1737**		**0.1631**	**0.1631**	**0.0000**	**233.4919**	**233.4919**	**0.0575**	**0.0000**	**234.6987**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1154	1.1688	1.5699	3.0800e-003	0.0876	0.0181	0.1057	0.0250	0.0167	0.0417	0.0000	276.0191	276.0191	1.9700e-003	0.0000	276.0604
Worker	0.1313	0.1944	2.0178	4.9100e-003	0.4001	3.2800e-003	0.4034	0.1063	3.0200e-003	0.1093	0.0000	360.4238	360.4238	0.0186	0.0000	360.8150
Total	**0.2467**	**1.3631**	**3.5878**	**7.9900e-003**	**0.4877**	**0.0214**	**0.5091**	**0.1313**	**0.0197**	**0.1510**	**0.0000**	**636.4429**	**636.4429**	**0.0206**	**0.0000**	**636.8755**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2335	2.0353	1.5341	2.3500e-003		0.1308	0.1308		0.1229	0.1229	0.0000	207.1735	207.1735	0.0507	0.0000	208.2382
Total	**0.2335**	**2.0353**	**1.5341**	**2.3500e-003**		**0.1308**	**0.1308**		**0.1229**	**0.1229**	**0.0000**	**207.1735**	**207.1735**	**0.0507**	**0.0000**	**208.2382**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0969	0.9622	1.3498	2.7600e-003	0.0786	0.0153	0.0940	0.0224	0.0141	0.0366	0.0000	243.5509	243.5509	1.7600e-003	0.0000	243.5878
Worker	0.1058	0.1582	1.6397	4.4100e-003	0.3590	2.8600e-003	0.3619	0.0954	2.6500e-003	0.0980	0.0000	311.3844	311.3844	0.0155	0.0000	311.7102
Total	**0.2027**	**1.1204**	**2.9895**	**7.1700e-003**	**0.4377**	**0.0182**	**0.4559**	**0.1178**	**0.0168**	**0.1346**	**0.0000**	**554.9353**	**554.9353**	**0.0173**	**0.0000**	**555.2980**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2335	2.0353	1.5341	2.3500e-003		0.1308	0.1308		0.1229	0.1229	0.0000	207.1732	207.1732	0.0507	0.0000	208.2379
Total	**0.2335**	**2.0353**	**1.5341**	**2.3500e-003**		**0.1308**	**0.1308**		**0.1229**	**0.1229**	**0.0000**	**207.1732**	**207.1732**	**0.0507**	**0.0000**	**208.2379**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0969	0.9622	1.3498	2.7600e-003	0.0786	0.0153	0.0940	0.0224	0.0141	0.0366	0.0000	243.5509	243.5509	1.7600e-003	0.0000	243.5878
Worker	0.1058	0.1582	1.6397	4.4100e-003	0.3590	2.8600e-003	0.3619	0.0954	2.6500e-003	0.0980	0.0000	311.3844	311.3844	0.0155	0.0000	311.7102
Total	**0.2027**	**1.1204**	**2.9895**	**7.1700e-003**	**0.4377**	**0.0182**	**0.4559**	**0.1178**	**0.0168**	**0.1346**	**0.0000**	**554.9353**	**554.9353**	**0.0173**	**0.0000**	**555.2980**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0161**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	7.3000e-004	7.5200e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4273	1.4273	7.0000e-005	0.0000	1.4288
Total	**4.8000e-004**	**7.3000e-004**	**7.5200e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4273**	**1.4273**	**7.0000e-005**	**0.0000**	**1.4288**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0161	0.1716	0.1449	2.2000e-004		9.3900e-003	9.3900e-003		8.6400e-003	8.6400e-003	0.0000	20.3687	20.3687	6.3400e-003	0.0000	20.5019
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0161**	**0.1716**	**0.1449**	**2.2000e-004**		**9.3900e-003**	**9.3900e-003**		**8.6400e-003**	**8.6400e-003**	**0.0000**	**20.3687**	**20.3687**	**6.3400e-003**	**0.0000**	**20.5019**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.8000e-004	7.3000e-004	7.5200e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4273	1.4273	7.0000e-005	0.0000	1.4288
Total	**4.8000e-004**	**7.3000e-004**	**7.5200e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4273**	**1.4273**	**7.0000e-005**	**0.0000**	**1.4288**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.3272					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**10.3302**	**0.0201**	**0.0185**	**3.0000e-005**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4200e-003	3.6300e-003	0.0376	1.0000e-004	8.2300e-003	7.0000e-005	8.2900e-003	2.1900e-003	6.0000e-005	2.2500e-003	0.0000	7.1364	7.1364	3.6000e-004	0.0000	7.1439
Total	**2.4200e-003**	**3.6300e-003**	**0.0376**	**1.0000e-004**	**8.2300e-003**	**7.0000e-005**	**8.2900e-003**	**2.1900e-003**	**6.0000e-005**	**2.2500e-003**	**0.0000**	**7.1364**	**7.1364**	**3.6000e-004**	**0.0000**	**7.1439**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	10.3272					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9900e-003	0.0201	0.0185	3.0000e-005		1.5100e-003	1.5100e-003		1.5100e-003	1.5100e-003	0.0000	2.5533	2.5533	2.4000e-004	0.0000	2.5584
Total	**10.3302**	**0.0201**	**0.0185**	**3.0000e-005**		**1.5100e-003**	**1.5100e-003**		**1.5100e-003**	**1.5100e-003**	**0.0000**	**2.5533**	**2.5533**	**2.4000e-004**	**0.0000**	**2.5584**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4200e-003	3.6300e-003	0.0376	1.0000e-004	8.2300e-003	7.0000e-005	8.2900e-003	2.1900e-003	6.0000e-005	2.2500e-003	0.0000	7.1364	7.1364	3.6000e-004	0.0000	7.1439
Total	**2.4200e-003**	**3.6300e-003**	**0.0376**	**1.0000e-004**	**8.2300e-003**	**7.0000e-005**	**8.2900e-003**	**2.1900e-003**	**6.0000e-005**	**2.2500e-003**	**0.0000**	**7.1364**	**7.1364**	**3.6000e-004**	**0.0000**	**7.1439**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.5460	16.5753	63.0784	0.1529	10.4093	0.2254	10.6347	2.7855	0.2074	2.9929	0.0000	11,826.1485	11,826.1485	0.4657	0.0000	11,835.9278
Unmitigated	5.5460	16.5753	63.0784	0.1529	10.4093	0.2254	10.6347	2.7855	0.2074	2.9929	0.0000	11,826.1485	11,826.1485	0.4657	0.0000	11,835.9278

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
University/College (4Yr)	11,540.62	6,303.70	0.00	27,467,033	27,467,033
Total	11,540.62	6,303.70	0.00	27,467,033	27,467,033

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
University/College (4Yr)	16.60	8.40	6.90	6.40	88.60	5.00	91	9	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512163	0.060173	0.180257	0.139094	0.042244	0.006664	0.016017	0.031880	0.001940	0.002497	0.004356	0.000592	0.002122

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,846.2647	2,846.2647	0.1308	0.0271	2,857.4036
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,846.2647	2,846.2647	0.1308	0.0271	2,857.4036
NaturalGas Mitigated	0.1368	1.2438	1.0448	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	1,354.0228	1,354.0228	0.0260	0.0248	1,362.2632
NaturalGas Unmitigated	0.1368	1.2438	1.0448	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	1,354.0228	1,354.0228	0.0260	0.0248	1,362.2632

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
University/College (4Yr)	2.53734e+007	0.1368	1.2438	1.0448	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	1,354.0228	1,354.0228	0.0260	0.0248	1,362.2632
Total		**0.1368**	**1.2438**	**1.0448**	**7.4600e-003**		**0.0945**	**0.0945**		**0.0945**	**0.0945**	**0.0000**	**1,354.0228**	**1,354.0228**	**0.0260**	**0.0248**	**1,362.2632**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
University/College (4Yr)	2.53734e+007	0.1368	1.2438	1.0448	7.4600e-003		0.0945	0.0945		0.0945	0.0945	0.0000	1,354.0228	1,354.0228	0.0260	0.0248	1,362.2632
Total		**0.1368**	**1.2438**	**1.0448**	**7.4600e-003**		**0.0945**	**0.0945**		**0.0945**	**0.0945**	**0.0000**	**1,354.0228**	**1,354.0228**	**0.0260**	**0.0248**	**1,362.2632**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
University/College (4Yr)	9.94617e+006	2,846.2647	0.1308	0.0271	2,857.4036
Total		**2,846.2647**	**0.1308**	**0.0271**	**2,857.4036**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
University/College (4Yr)	9.94617e+006	2,846.2647	0.1308	0.0271	2,857.4036
Total		**2,846.2647**	**0.1308**	**0.0271**	**2,857.4036**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.1560	6.0000e-004	0.0631	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.1203	0.1203	3.4000e-004	0.0000	0.1274
Unmitigated	4.1560	6.0000e-004	0.0631	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.1203	0.1203	3.4000e-004	0.0000	0.1274

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.2205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0900e-003	6.0000e-004	0.0631	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.1203	0.1203	3.4000e-004	0.0000	0.1274
Total	**4.1560**	**6.0000e-004**	**0.0631**	**0.0000**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.1203**	**0.1203**	**3.4000e-004**	**0.0000**	**0.1274**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.9295					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.2205					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.0900e-003	6.0000e-004	0.0631	0.0000		2.3000e-004	2.3000e-004		2.3000e-004	2.3000e-004	0.0000	0.1203	0.1203	3.4000e-004	0.0000	0.1274
Total	**4.1560**	**6.0000e-004**	**0.0631**	**0.0000**		**2.3000e-004**	**2.3000e-004**		**2.3000e-004**	**2.3000e-004**	**0.0000**	**0.1203**	**0.1203**	**3.4000e-004**	**0.0000**	**0.1274**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	93.6080	0.3424	8.8300e-003	103.5369
Unmitigated	93.6080	0.3425	8.8500e-003	103.5421

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
University/College (4Yr)	10.3822 / 16.2388	93.6080	0.3425	8.8500e-003	103.5421
Total		**93.6080**	**0.3425**	**8.8500e-003**	**103.5421**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
University/College (4Yr)	10.3822 / 16.2388	93.6080	0.3424	8.8300e-003	103.5369
Total		**93.6080**	**0.3424**	**8.8300e-003**	**103.5369**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	179.6348	10.6161	0.0000	402.5732
Unmitigated	179.6348	10.6161	0.0000	402.5732

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
University/College (4Yr)	884.94	179.6348	10.6161	0.0000	402.5732
Total		**179.6348**	**10.6161**	**0.0000**	**402.5732**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
University/College (4Yr)	884.94	179.6348	10.6161	0.0000	402.5732
Total		**179.6348**	**10.6161**	**0.0000**	**402.5732**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Vern Master Plan

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.00	1000sqft	0.11	5,000.00	0
General Office Building	67.00	1000sqft	1.54	67,000.00	0
University/College (4Yr)	971.00	Student	4.10	178,467.34	0
Enclosed Parking Structure	750.00	Space	6.75	300,000.00	0
Other Asphalt Surfaces	85.00	1000sqft	1.95	85,000.00	0
Parking Lot	60.00	Space	0.54	24,000.00	0
Apartments Low Rise	170.00	Dwelling Unit	10.63	170,000.00	486
Single Family Housing	1.00	Dwelling Unit	0.32	5,000.00	3
Regional Shopping Center	89.20	1000sqft	2.05	89,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land uses include proposed projects on La Vern Campus and West Campus. Land uses and units taken from traffic study. Other Asphalt Surface = North south Access Route

Construction Phase - architectural coating changed to reflect anticipated field conditions

Demolition - Per Table 2-2, Project Description

Architectural Coating - Low VOC to comply with SCAQMD Rule 1113

Vehicle Trips - Trip generation rates per project traffic study. Rates account for transit/walk reductions, pass by reductions, internal capture reduction, and student housing per traffic study.

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Woodstoves - No Wood Burning Hearths Per SCAQMD Rule 445

Area Coating - Assumes low VOC to comply with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - minimum requirements of SCAQMD Rule 403

Area Mitigation - SCAQMD Rule 445 = No Hearths, SCAQMD Rule 1113 = Low VOC Paint (150)

Energy Mitigation - exceed Title 24 by 25% to account for 2013 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	35.00	190.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00

tblFireplaces	NumberGas	144.50	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	17.00	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	8.50	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	5,000.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblVehicleTrips	ST_TR	7.16	5.98
tblVehicleTrips	ST_TR	49.97	11.97
tblVehicleTrips	ST_TR	10.08	9.52
tblVehicleTrips	ST_TR	1.30	0.87
tblVehicleTrips	SU_TR	6.07	5.98
tblVehicleTrips	SU_TR	25.24	11.97
tblVehicleTrips	SU_TR	8.77	9.52
tblVehicleTrips	WD_TR	6.59	5.98
tblVehicleTrips	WD_TR	11.01	9.94
tblVehicleTrips	WD_TR	42.94	11.97
tblVehicleTrips	WD_TR	9.57	9.52
tblVehicleTrips	WD_TR	2.38	0.87
tblWoodstoves	NumberCatalytic	8.50	0.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	8.50	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.7305	6.1425	6.7736	0.0122	0.9163	0.3002	1.2166	0.3170	0.2794	0.5964	0.0000	1,017.4603	1,017.4603	0.1343	0.0000	1,020.2796
2018	0.6656	4.6958	6.9848	0.0149	0.7160	0.2217	0.9377	0.1924	0.2079	0.4003	0.0000	1,182.8487	1,182.8487	0.1042	0.0000	1,185.0368
2019	5.8379	0.7010	1.1606	2.5800e-003	0.1288	0.0375	0.1663	0.0343	0.0356	0.0700	0.0000	196.5989	196.5989	0.0222	0.0000	197.0657
Total	**7.2340**	**11.5392**	**14.9190**	**0.0296**	**1.7612**	**0.5594**	**2.3206**	**0.5437**	**0.5230**	**1.0667**	**0.0000**	**2,396.9078**	**2,396.9078**	**0.2607**	**0.0000**	**2,402.3821**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2017	0.7305	6.1425	6.7736	0.0122	0.6696	0.3002	0.9699	0.2118	0.2794	0.4912	0.0000	1,017.4598	1,017.4598	0.1343	0.0000	1,020.2791
2018	0.6656	4.6958	6.9848	0.0149	0.7160	0.2217	0.9377	0.1924	0.2079	0.4003	0.0000	1,182.8483	1,182.8483	0.1042	0.0000	1,185.0364
2019	5.8379	0.7010	1.1606	2.5800e-003	0.1288	0.0375	0.1663	0.0343	0.0356	0.0700	0.0000	196.5988	196.5988	0.0222	0.0000	197.0656
Total	**7.2340**	**11.5392**	**14.9190**	**0.0296**	**1.5145**	**0.5594**	**2.0739**	**0.4385**	**0.5230**	**0.9615**	**0.0000**	**2,396.9069**	**2,396.9069**	**0.2607**	**0.0000**	**2,402.3811**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**14.01**	**0.00**	**10.63**	**19.35**	**0.00**	**9.86**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.2186	0.0206	1.7933	1.0000e-004		9.8300e-003	9.8300e-003		9.8300e-003	9.8300e-003	0.0000	2.9309	2.9309	2.9300e-003	0.0000	2.9923
Energy	0.0457	0.4079	0.2959	2.4900e-003		0.0316	0.0316		0.0316	0.0316	0.0000	2,457.5327	2,457.5327	0.1009	0.0274	2,468.1320
Mobile	1.6007	4.2308	17.5234	0.0545	3.6955	0.0720	3.7675	0.9890	0.0664	1.0554	0.0000	3,782.6384	3,782.6384	0.1316	0.0000	3,785.4029
Waste						0.0000	0.0000		0.0000	0.0000	84.7000	0.0000	84.7000	5.0056	0.0000	189.8182
Water						0.0000	0.0000		0.0000	0.0000	10.3502	192.0452	202.3954	1.0719	0.0269	233.2528
Total	**5.8650**	**4.6594**	**19.6126**	**0.0571**	**3.6955**	**0.1134**	**3.8089**	**0.9890**	**0.1078**	**1.0968**	**95.0502**	**6,435.1472**	**6,530.1974**	**6.3130**	**0.0543**	**6,679.5982**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	3.9664	0.0206	1.7933	1.0000e-004		9.8300e-003	9.8300e-003		9.8300e-003	9.8300e-003	0.0000	2.9309	2.9309	2.9300e-003	0.0000	2.9923
Energy	0.0351	0.3133	0.2260	1.9100e-003		0.0243	0.0243		0.0243	0.0243	0.0000	2,158.3670	2,158.3670	0.0899	0.0236	2,167.5682
Mobile	1.6007	4.2308	17.5234	0.0545	3.6955	0.0720	3.7675	0.9890	0.0664	1.0554	0.0000	3,782.6384	3,782.6384	0.1316	0.0000	3,785.4029
Waste						0.0000	0.0000		0.0000	0.0000	84.7000	0.0000	84.7000	5.0056	0.0000	189.8182
Water						0.0000	0.0000		0.0000	0.0000	10.3502	192.0452	202.3954	1.0717	0.0269	233.2363
Total	**5.6022**	**4.5647**	**19.5427**	**0.0565**	**3.6955**	**0.1061**	**3.8016**	**0.9890**	**0.1005**	**1.0895**	**95.0502**	**6,135.9814**	**6,231.0317**	**6.3018**	**0.0505**	**6,379.0179**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.48**	**2.03**	**0.36**	**1.02**	**0.00**	**6.44**	**0.19**	**0.00**	**6.77**	**0.67**	**0.00**	**4.65**	**4.58**	**0.18**	**7.02**	**4.50**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	2/10/2017	5	30	
2	Site Preparation	Site Preparation	2/11/2017	3/10/2017	5	20	
3	Grading	Grading	3/11/2017	5/12/2017	5	45	
4	Building Construction	Building Construction	5/13/2017	1/18/2019	5	440	
5	Paving	Paving	1/19/2019	3/8/2019	5	35	
6	Architectural Coating	Architectural Coating	3/9/2019	11/29/2019	5	190	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 354,375; Residential Outdoor: 118,125; Non-Residential Indoor: 1,088,081; Non-Residential Outdoor: 362,694 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	672.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	421.00	141.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0727	0.0000	0.0727	0.0110	0.0000	0.0110	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0607	0.6405	0.5084	6.0000e-004		0.0319	0.0319		0.0297	0.0297	0.0000	54.9273	54.9273	0.0151	0.0000	55.2438
Total	**0.0607**	**0.6405**	**0.5084**	**6.0000e-004**	**0.0727**	**0.0319**	**0.1046**	**0.0110**	**0.0297**	**0.0407**	**0.0000**	**54.9273**	**54.9273**	**0.0151**	**0.0000**	**55.2438**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.6800e-003	0.0899	0.0710	2.5000e-004	5.7600e-003	1.3200e-003	7.0800e-003	1.5800e-003	1.2100e-003	2.7900e-003	0.0000	22.2858	22.2858	1.6000e-004	0.0000	22.2891
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	1.2000e-003	0.0124	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	2.0000e-005	6.7000e-004	0.0000	2.2240	2.2240	1.1000e-004	0.0000	2.2264
Total	**6.4900e-003**	**0.0911**	**0.0834**	**2.8000e-004**	**8.2300e-003**	**1.3400e-003**	**9.5700e-003**	**2.2400e-003**	**1.2300e-003**	**3.4600e-003**	**0.0000**	**24.5097**	**24.5097**	**2.7000e-004**	**0.0000**	**24.5155**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0327	0.0000	0.0327	4.9600e-003	0.0000	4.9600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0607	0.6405	0.5084	6.0000e-004		0.0319	0.0319		0.0297	0.0297	0.0000	54.9273	54.9273	0.0151	0.0000	55.2437
Total	**0.0607**	**0.6405**	**0.5084**	**6.0000e-004**	**0.0327**	**0.0319**	**0.0646**	**4.9600e-003**	**0.0297**	**0.0347**	**0.0000**	**54.9273**	**54.9273**	**0.0151**	**0.0000**	**55.2437**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.6800e-003	0.0899	0.0710	2.5000e-004	5.7600e-003	1.3200e-003	7.0800e-003	1.5800e-003	1.2100e-003	2.7900e-003	0.0000	22.2858	22.2858	1.6000e-004	0.0000	22.2891
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.1000e-004	1.2000e-003	0.0124	3.0000e-005	2.4700e-003	2.0000e-005	2.4900e-003	6.6000e-004	2.0000e-005	6.7000e-004	0.0000	2.2240	2.2240	1.1000e-004	0.0000	2.2264
Total	**6.4900e-003**	**0.0911**	**0.0834**	**2.8000e-004**	**8.2300e-003**	**1.3400e-003**	**9.5700e-003**	**2.2400e-003**	**1.2300e-003**	**3.4600e-003**	**0.0000**	**24.5097**	**24.5097**	**2.7000e-004**	**0.0000**	**24.5155**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0484	0.5175	0.3940	3.9000e-004		0.0275	0.0275		0.0253	0.0253	0.0000	36.3154	36.3154	0.0111	0.0000	36.5491
Total	**0.0484**	**0.5175**	**0.3940**	**3.9000e-004**	**0.1807**	**0.0275**	**0.2082**	**0.0993**	**0.0253**	**0.1247**	**0.0000**	**36.3154**	**36.3154**	**0.0111**	**0.0000**	**36.5491**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	9.6000e-004	9.9500e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7792	1.7792	9.0000e-005	0.0000	1.7811
Total	**6.5000e-004**	**9.6000e-004**	**9.9500e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7792**	**1.7792**	**9.0000e-005**	**0.0000**	**1.7811**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0813	0.0000	0.0813	0.0447	0.0000	0.0447	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0484	0.5175	0.3940	3.9000e-004		0.0275	0.0275		0.0253	0.0253	0.0000	36.3153	36.3153	0.0111	0.0000	36.5490
Total	**0.0484**	**0.5175**	**0.3940**	**3.9000e-004**	**0.0813**	**0.0275**	**0.1088**	**0.0447**	**0.0253**	**0.0700**	**0.0000**	**36.3153**	**36.3153**	**0.0111**	**0.0000**	**36.5490**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.5000e-004	9.6000e-004	9.9500e-003	2.0000e-005	1.9700e-003	2.0000e-005	1.9900e-003	5.2000e-004	1.0000e-005	5.4000e-004	0.0000	1.7792	1.7792	9.0000e-005	0.0000	1.7811
Total	**6.5000e-004**	**9.6000e-004**	**9.9500e-003**	**2.0000e-005**	**1.9700e-003**	**2.0000e-005**	**1.9900e-003**	**5.2000e-004**	**1.0000e-005**	**5.4000e-004**	**0.0000**	**1.7792**	**1.7792**	**9.0000e-005**	**0.0000**	**1.7811**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1952	0.0000	0.1952	0.0809	0.0000	0.0809	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1372	1.5658	1.0531	1.3900e-003		0.0746	0.0746		0.0687	0.0687	0.0000	128.8663	128.8663	0.0395	0.0000	129.6955
Total	**0.1372**	**1.5658**	**1.0531**	**1.3900e-003**	**0.1952**	**0.0746**	**0.2698**	**0.0809**	**0.0687**	**0.1496**	**0.0000**	**128.8663**	**128.8663**	**0.0395**	**0.0000**	**129.6955**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6200e-003	2.3900e-003	0.0249	6.0000e-005	4.9400e-003	4.0000e-005	4.9800e-003	1.3100e-003	4.0000e-005	1.3500e-003	0.0000	4.4480	4.4480	2.3000e-004	0.0000	4.4528
Total	**1.6200e-003**	**2.3900e-003**	**0.0249**	**6.0000e-005**	**4.9400e-003**	**4.0000e-005**	**4.9800e-003**	**1.3100e-003**	**4.0000e-005**	**1.3500e-003**	**0.0000**	**4.4480**	**4.4480**	**2.3000e-004**	**0.0000**	**4.4528**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0878	0.0000	0.0878	0.0364	0.0000	0.0364	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1372	1.5658	1.0531	1.3900e-003		0.0746	0.0746		0.0687	0.0687	0.0000	128.8662	128.8662	0.0395	0.0000	129.6953
Total	**0.1372**	**1.5658**	**1.0531**	**1.3900e-003**	**0.0878**	**0.0746**	**0.1625**	**0.0364**	**0.0687**	**0.1051**	**0.0000**	**128.8662**	**128.8662**	**0.0395**	**0.0000**	**129.6953**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6200e-003	2.3900e-003	0.0249	6.0000e-005	4.9400e-003	4.0000e-005	4.9800e-003	1.3100e-003	4.0000e-005	1.3500e-003	0.0000	4.4480	4.4480	2.3000e-004	0.0000	4.4528
Total	**1.6200e-003**	**2.3900e-003**	**0.0249**	**6.0000e-005**	**4.9400e-003**	**4.0000e-005**	**4.9800e-003**	**1.3100e-003**	**4.0000e-005**	**1.3500e-003**	**0.0000**	**4.4480**	**4.4480**	**2.3000e-004**	**0.0000**	**4.4528**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2560	2.1785	1.4957	2.2100e-003		0.1470	0.1470		0.1380	0.1380	0.0000	197.5703	197.5703	0.0486	0.0000	198.5914
Total	**0.2560**	**2.1785**	**1.4957**	**2.2100e-003**		**0.1470**	**0.1470**		**0.1380**	**0.1380**	**0.0000**	**197.5703**	**197.5703**	**0.0486**	**0.0000**	**198.5914**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0947	0.9611	1.2847	2.5200e-003	0.0716	0.0147	0.0863	0.0204	0.0135	0.0340	0.0000	225.7353	225.7353	1.6200e-003	0.0000	225.7693
Worker	0.1248	0.1847	1.9195	4.6800e-003	0.3811	3.1200e-003	0.3842	0.1012	2.8800e-003	0.1041	0.0000	343.3088	343.3088	0.0177	0.0000	343.6812
Total	**0.2194**	**1.1457**	**3.2042**	**7.2000e-003**	**0.4527**	**0.0178**	**0.4705**	**0.1216**	**0.0164**	**0.1380**	**0.0000**	**569.0441**	**569.0441**	**0.0194**	**0.0000**	**569.4505**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2559	2.1785	1.4957	2.2100e-003		0.1470	0.1470		0.1380	0.1380	0.0000	197.5700	197.5700	0.0486	0.0000	198.5912
Total	**0.2559**	**2.1785**	**1.4957**	**2.2100e-003**		**0.1470**	**0.1470**		**0.1380**	**0.1380**	**0.0000**	**197.5700**	**197.5700**	**0.0486**	**0.0000**	**198.5912**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0947	0.9611	1.2847	2.5200e-003	0.0716	0.0147	0.0863	0.0204	0.0135	0.0340	0.0000	225.7353	225.7353	1.6200e-003	0.0000	225.7693
Worker	0.1248	0.1847	1.9195	4.6800e-003	0.3811	3.1200e-003	0.3842	0.1012	2.8800e-003	0.1041	0.0000	343.3088	343.3088	0.0177	0.0000	343.6812
Total	**0.2194**	**1.1457**	**3.2042**	**7.2000e-003**	**0.4527**	**0.0178**	**0.4705**	**0.1216**	**0.0164**	**0.1380**	**0.0000**	**569.0441**	**569.0441**	**0.0194**	**0.0000**	**569.4505**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9844	308.9844	0.0756	0.0000	310.5723
Total	**0.3483**	**3.0355**	**2.2880**	**3.5000e-003**		**0.1950**	**0.1950**		**0.1833**	**0.1833**	**0.0000**	**308.9844**	**308.9844**	**0.0756**	**0.0000**	**310.5723**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1401	1.3953	1.9470	3.9900e-003	0.1133	0.0219	0.1352	0.0323	0.0202	0.0525	0.0000	351.0817	351.0817	2.5500e-003	0.0000	351.1352
Worker	0.1773	0.2650	2.7498	7.4000e-003	0.6028	4.8100e-003	0.6076	0.1601	4.4500e-003	0.1645	0.0000	522.7825	522.7825	0.0260	0.0000	523.3292
Total	**0.3174**	**1.6603**	**4.6968**	**0.0114**	**0.7160**	**0.0267**	**0.7427**	**0.1924**	**0.0246**	**0.2170**	**0.0000**	**873.8642**	**873.8642**	**0.0286**	**0.0000**	**874.4644**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9841	308.9841	0.0756	0.0000	310.5720
Total	**0.3483**	**3.0355**	**2.2880**	**3.5000e-003**		**0.1950**	**0.1950**		**0.1833**	**0.1833**	**0.0000**	**308.9841**	**308.9841**	**0.0756**	**0.0000**	**310.5720**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.1401	1.3953	1.9470	3.9900e-003	0.1133	0.0219	0.1352	0.0323	0.0202	0.0525	0.0000	351.0817	351.0817	2.5500e-003	0.0000	351.1352
Worker	0.1773	0.2650	2.7498	7.4000e-003	0.6028	4.8100e-003	0.6076	0.1601	4.4500e-003	0.1645	0.0000	522.7825	522.7825	0.0260	0.0000	523.3292
Total	**0.3174**	**1.6603**	**4.6968**	**0.0114**	**0.7160**	**0.0267**	**0.7427**	**0.1924**	**0.0246**	**0.2170**	**0.0000**	**873.8642**	**873.8642**	**0.0286**	**0.0000**	**874.4644**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0165	0.1468	0.1198	1.9000e-004		9.0000e-003	9.0000e-003		8.4600e-003	8.4600e-003	0.0000	16.3886	16.3886	3.9900e-003	0.0000	16.4723
Total	**0.0165**	**0.1468**	**0.1198**	**1.9000e-004**		**9.0000e-003**	**9.0000e-003**		**8.4600e-003**	**8.4600e-003**	**0.0000**	**16.3886**	**16.3886**	**3.9900e-003**	**0.0000**	**16.4723**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1100e-003	0.0690	0.1009	2.1000e-004	6.0800e-003	1.1200e-003	7.1900e-003	1.7300e-003	1.0300e-003	2.7600e-003	0.0000	18.4647	18.4647	1.3000e-004	0.0000	18.4675
Worker	8.7300e-003	0.0130	0.1353	4.0000e-004	0.0323	2.5000e-004	0.0326	8.5900e-003	2.3000e-004	8.8200e-003	0.0000	26.9747	26.9747	1.3100e-003	0.0000	27.0022
Total	**0.0158**	**0.0820**	**0.2361**	**6.1000e-004**	**0.0384**	**1.3700e-003**	**0.0398**	**0.0103**	**1.2600e-003**	**0.0116**	**0.0000**	**45.4394**	**45.4394**	**1.4400e-003**	**0.0000**	**45.4697**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0165	0.1468	0.1198	1.9000e-004		9.0000e-003	9.0000e-003		8.4600e-003	8.4600e-003	0.0000	16.3886	16.3886	3.9900e-003	0.0000	16.4723
Total	**0.0165**	**0.1468**	**0.1198**	**1.9000e-004**		**9.0000e-003**	**9.0000e-003**		**8.4600e-003**	**8.4600e-003**	**0.0000**	**16.3886**	**16.3886**	**3.9900e-003**	**0.0000**	**16.4723**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.1100e-003	0.0690	0.1009	2.1000e-004	6.0800e-003	1.1200e-003	7.1900e-003	1.7300e-003	1.0300e-003	2.7600e-003	0.0000	18.4647	18.4647	1.3000e-004	0.0000	18.4675
Worker	8.7300e-003	0.0130	0.1353	4.0000e-004	0.0323	2.5000e-004	0.0326	8.5900e-003	2.3000e-004	8.8200e-003	0.0000	26.9747	26.9747	1.3100e-003	0.0000	27.0022
Total	**0.0158**	**0.0820**	**0.2361**	**6.1000e-004**	**0.0384**	**1.3700e-003**	**0.0398**	**0.0103**	**1.2600e-003**	**0.0116**	**0.0000**	**45.4394**	**45.4394**	**1.4400e-003**	**0.0000**	**45.4697**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0250	0.2614	0.2514	3.9000e-004		0.0142	0.0142		0.0130	0.0130	0.0000	35.0691	35.0691	0.0111	0.0000	35.3021
Paving	3.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0282**	**0.2614**	**0.2514**	**3.9000e-004**		**0.0142**	**0.0142**		**0.0130**	**0.0130**	**0.0000**	**35.0691**	**35.0691**	**0.0111**	**0.0000**	**35.3021**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8000e-004	1.1600e-003	0.0121	4.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.9000e-004	0.0000	2.4027	2.4027	1.2000e-004	0.0000	2.4052
Total	**7.8000e-004**	**1.1600e-003**	**0.0121**	**4.0000e-005**	**2.8800e-003**	**2.0000e-005**	**2.9000e-003**	**7.6000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.4027**	**2.4027**	**1.2000e-004**	**0.0000**	**2.4052**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0250	0.2614	0.2514	3.9000e-004		0.0142	0.0142		0.0130	0.0130	0.0000	35.0690	35.0690	0.0111	0.0000	35.3020
Paving	3.2600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0282**	**0.2614**	**0.2514**	**3.9000e-004**		**0.0142**	**0.0142**		**0.0130**	**0.0130**	**0.0000**	**35.0690**	**35.0690**	**0.0111**	**0.0000**	**35.3020**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8000e-004	1.1600e-003	0.0121	4.0000e-005	2.8800e-003	2.0000e-005	2.9000e-003	7.6000e-004	2.0000e-005	7.9000e-004	0.0000	2.4027	2.4027	1.2000e-004	0.0000	2.4052
Total	**7.8000e-004**	**1.1600e-003**	**0.0121**	**4.0000e-005**	**2.8800e-003**	**2.0000e-005**	**2.9000e-003**	**7.6000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.4027**	**2.4027**	**1.2000e-004**	**0.0000**	**2.4052**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.7276					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0253	0.1744	0.1749	2.8000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	24.2559	24.2559	2.0500e-003	0.0000	24.2989
Total	**5.7530**	**0.1744**	**0.1749**	**2.8000e-004**		**0.0122**	**0.0122**		**0.0122**	**0.0122**	**0.0000**	**24.2559**	**24.2559**	**2.0500e-003**	**0.0000**	**24.2989**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0236	0.0353	0.3662	1.0700e-003	0.0876	6.9000e-004	0.0882	0.0233	6.4000e-004	0.0239	0.0000	73.0432	73.0432	3.5400e-003	0.0000	73.1175
Total	**0.0236**	**0.0353**	**0.3662**	**1.0700e-003**	**0.0876**	**6.9000e-004**	**0.0882**	**0.0233**	**6.4000e-004**	**0.0239**	**0.0000**	**73.0432**	**73.0432**	**3.5400e-003**	**0.0000**	**73.1175**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	5.7276					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0253	0.1744	0.1749	2.8000e-004		0.0122	0.0122		0.0122	0.0122	0.0000	24.2559	24.2559	2.0500e-003	0.0000	24.2989
Total	**5.7530**	**0.1744**	**0.1749**	**2.8000e-004**		**0.0122**	**0.0122**		**0.0122**	**0.0122**	**0.0000**	**24.2559**	**24.2559**	**2.0500e-003**	**0.0000**	**24.2989**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0236	0.0353	0.3662	1.0700e-003	0.0876	6.9000e-004	0.0882	0.0233	6.4000e-004	0.0239	0.0000	73.0432	73.0432	3.5400e-003	0.0000	73.1175
Total	**0.0236**	**0.0353**	**0.3662**	**1.0700e-003**	**0.0876**	**6.9000e-004**	**0.0882**	**0.0233**	**6.4000e-004**	**0.0239**	**0.0000**	**73.0432**	**73.0432**	**3.5400e-003**	**0.0000**	**73.1175**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.6007	4.2308	17.5234	0.0545	3.6955	0.0720	3.7675	0.9890	0.0664	1.0554	0.0000	3,782.6384	3,782.6384	0.1316	0.0000	3,785.4029
Unmitigated	1.6007	4.2308	17.5234	0.0545	3.6955	0.0720	3.7675	0.9890	0.0664	1.0554	0.0000	3,782.6384	3,782.6384	0.1316	0.0000	3,785.4029

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,016.60	1,016.60	1016.60	3,473,877	3,473,877
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	49.70	11.85	4.90	122,070	122,070
General Office Building	665.98	158.79	65.66	1,635,743	1,635,743
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,067.72	1,067.72	1067.72	2,309,320	2,309,320
Single Family Housing	9.52	9.52	9.52	32,531	32,531
University/College (4Yr)	844.77	844.77	0.00	2,175,081	2,175,081
Total	3,654.29	3,109.25	2,164.40	9,748,622	9,748,622

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
University/College (4Yr)	16.60	8.40	6.90	6.40	88.60	5.00	91	9	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.507717	0.059700	0.181648	0.140055	0.042936	0.006749	0.016265	0.033349	0.001955	0.002502	0.004345	0.000573	0.002206

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,811.0515	1,811.0515	0.0833	0.0172	1,818.1391
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	2,005.6106	2,005.6106	0.0922	0.0191	2,013.4596
NaturalGas Mitigated	0.0351	0.3133	0.2260	1.9100e-003		0.0243	0.0243		0.0243	0.0243	0.0000	347.3155	347.3155	6.6600e-003	6.3700e-003	349.4292
NaturalGas Unmitigated	0.0457	0.4079	0.2959	2.4900e-003		0.0316	0.0316		0.0316	0.0316	0.0000	451.9220	451.9220	8.6600e-003	8.2900e-003	454.6724

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	54650	2.9000e-004	2.6800e-003	2.2500e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.9163	2.9163	6.0000e-005	5.0000e-005	2.9341
General Office Building	732310	3.9500e-003	0.0359	0.0302	2.2000e-004		2.7300e-003	2.7300e-003		2.7300e-003	2.7300e-003	0.0000	39.0789	39.0789	7.5000e-004	7.2000e-004	39.3167
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	151640	8.2000e-004	7.4300e-003	6.2400e-003	4.0000e-005		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004	0.0000	8.0921	8.0921	1.6000e-004	1.5000e-004	8.1413
Single Family Housing	29800.9	1.6000e-004	1.3700e-003	5.8000e-004	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5903	1.5903	3.0000e-005	3.0000e-005	1.6000
University/College (4Yr)	5.08097e+006	0.0274	0.2491	0.2092	1.4900e-003		0.0189	0.0189		0.0189	0.0189	0.0000	271.1397	271.1397	5.2000e-003	4.9700e-003	272.7898
Apartments Low Rise	2.41933e+006	0.0131	0.1115	0.0474	7.1000e-004		9.0100e-003	9.0100e-003		9.0100e-003	9.0100e-003	0.0000	129.1048	129.1048	2.4700e-003	2.3700e-003	129.8905
Total		**0.0457**	**0.4079**	**0.2959**	**2.4900e-003**		**0.0315**	**0.0315**		**0.0315**	**0.0315**	**0.0000**	**451.9220**	**451.9220**	**8.6700e-003**	**8.2900e-003**	**454.6724**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	41475	2.2000e-004	2.0300e-003	1.7100e-003	1.0000e-005		1.5000e-004	1.5000e-004		1.5000e-004	1.5000e-004	0.0000	2.2133	2.2133	4.0000e-005	4.0000e-005	2.2267
General Office Building	555765	3.0000e-003	0.0272	0.0229	1.6000e-004		2.0700e-003	2.0700e-003		2.0700e-003	2.0700e-003	0.0000	29.6577	29.6577	5.7000e-004	5.4000e-004	29.8382
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	124657	6.7000e-004	6.1100e-003	5.1300e-003	4.0000e-005		4.6000e-004	4.6000e-004		4.6000e-004	4.6000e-004	0.0000	6.6522	6.6522	1.3000e-004	1.2000e-004	6.6927
Single Family Housing	23814.9	1.3000e-004	1.1000e-003	4.7000e-004	1.0000e-005		9.0000e-005	9.0000e-005		9.0000e-005	9.0000e-005	0.0000	1.2709	1.2709	2.0000e-005	2.0000e-005	1.2786
University/College (4Yr)	3.83705e+006	0.0207	0.1881	0.1580	1.1300e-003		0.0143	0.0143		0.0143	0.0143	0.0000	204.7595	204.7595	3.9200e-003	3.7500e-003	206.0056
Apartments Low Rise	1.92569e+006	0.0104	0.0887	0.0378	5.7000e-004		7.1700e-003	7.1700e-003		7.1700e-003	7.1700e-003	0.0000	102.7619	102.7619	1.9700e-003	1.8800e-003	103.3873
Total		**0.0351**	**0.3133**	**0.2260**	**1.9200e-003**		**0.0242**	**0.0242**		**0.0242**	**0.0242**	**0.0000**	**347.3155**	**347.3155**	**6.6500e-003**	**6.3500e-003**	**349.4292**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	624101	178.5969	8.2100e-003	1.7000e-003	179.2959
Enclosed Parking Structure	1.965e+006	562.3179	0.0259	5.3500e-003	564.5186
General Office Building	72650	20.7900	9.6000e-004	2.0000e-004	20.8714
General Office Building	973510	278.5863	0.0128	2.6500e-003	279.6766
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	21120	6.0438	2.8000e-004	6.0000e-005	6.0675
Regional Shopping Center	1.35316e+006	387.2307	0.0178	3.6800e-003	388.7462
Single Family Housing	7294.75	2.0875	1.0000e-004	2.0000e-005	2.0957
University/College (4Yr)	1.9917e+006	569.9573	0.0262	5.4200e-003	572.1879
Total		**2,005.6106**	**0.0922**	**0.0191**	**2,013.4596**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	614328	175.8004	8.0800e-003	1.6700e-003	176.4884
Enclosed Parking Structure	1.671e+006	478.1849	0.0220	4.5500e-003	480.0563
General Office Building	65625	18.7797	8.6000e-004	1.8000e-004	18.8532
General Office Building	879375	251.6480	0.0116	2.3900e-003	252.6328
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	21120	6.0438	2.8000e-004	6.0000e-005	6.0675
Regional Shopping Center	1.24389e+006	355.9613	0.0164	3.3900e-003	357.3543
Single Family Housing	7145.73	2.0449	9.0000e-005	2.0000e-005	2.0529
University/College (4Yr)	1.82617e+006	522.5886	0.0240	4.9700e-003	524.6337
Total		**1,811.0515**	**0.0832**	**0.0172**	**1,818.1391**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.9664	0.0206	1.7933	1.0000e-004		9.8300e-003	9.8300e-003		9.8300e-003	9.8300e-003	0.0000	2.9309	2.9309	2.9300e-003	0.0000	2.9923
Unmitigated	4.2186	0.0206	1.7933	1.0000e-004		9.8300e-003	9.8300e-003		9.8300e-003	9.8300e-003	0.0000	2.9309	2.9309	2.9300e-003	0.0000	2.9923

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.8249					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.3377					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0560	0.0206	1.7933	1.0000e-004		9.8300e-003	9.8300e-003		9.8300e-003	9.8300e-003	0.0000	2.9309	2.9309	2.9300e-003	0.0000	2.9923
Total	**4.2186**	**0.0206**	**1.7933**	**1.0000e-004**		**9.8300e-003**	**9.8300e-003**		**9.8300e-003**	**9.8300e-003**	**0.0000**	**2.9309**	**2.9309**	**2.9300e-003**	**0.0000**	**2.9923**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5728					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	3.3377					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0560	0.0206	1.7933	1.0000e-004		9.8300e-003	9.8300e-003		9.8300e-003	9.8300e-003	0.0000	2.9309	2.9309	2.9300e-003	0.0000	2.9923
Total	**3.9664**	**0.0206**	**1.7933**	**1.0000e-004**		**9.8300e-003**	**9.8300e-003**		**9.8300e-003**	**9.8300e-003**	**0.0000**	**2.9309**	**2.9309**	**2.9300e-003**	**0.0000**	**2.9923**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	202.3954	1.0717	0.0269	233.2363
Unmitigated	202.3954	1.0719	0.0269	233.2528

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	11.0762 / 6.98281	66.9864	0.3638	9.1300e-003	77.4559
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	12.7968 / 7.84322	76.6792	0.4203	0.0105	88.7723
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.60727 / 4.04962	39.5911	0.2170	5.4400e-003	45.8350
Single Family Housing	0.065154 / 0.0410754	0.3940	2.1400e-003	5.0000e-005	0.4556
University/College (4Yr)	2.07901 / 3.25178	18.7448	0.0686	1.7700e-003	20.7341
Total		**202.3954**	**1.0719**	**0.0269**	**233.2528**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	11.0762 / 6.98281	66.9864	0.3638	9.1100e-003	77.4503
Enclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	12.7968 / 7.84322	76.6792	0.4203	0.0105	88.7658
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	6.60727 / 4.04962	39.5911	0.2170	5.4300e-003	45.8316
Single Family Housing	0.065154 / 0.0410754	0.3940	2.1400e-003	5.0000e-005	0.4556
University/College (4Yr)	2.07901 / 3.25178	18.7448	0.0686	1.7700e-003	20.7330
Total		**202.3954**	**1.0717**	**0.0269**	**233.2363**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	84.7000	5.0056	0.0000	189.8182
Unmitigated	84.7000	5.0056	0.0000	189.8182

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	78.2	15.8739	0.9381	0.0000	35.5744
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	66.96	13.5923	0.8033	0.0000	30.4612
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	93.66	19.0121	1.1236	0.0000	42.6074
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.5596
University/College (4Yr)	177.21	35.9720	2.1259	0.0000	80.6156
Total		**84.7000**	**5.0056**	**0.0000**	**189.8182**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	78.2	15.8739	0.9381	0.0000	35.5744
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
General Office Building	66.96	13.5923	0.8033	0.0000	30.4612
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	93.66	19.0121	1.1236	0.0000	42.6074
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.5596
University/College (4Yr)	177.21	35.9720	2.1259	0.0000	80.6156
Total		**84.7000**	**5.0056**	**0.0000**	**189.8182**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Verne Demolished Buildings

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	147.80	1000sqft	3.39	147,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2 year college assumed to account for square footage of buildings removed

Area Coating - Low VOC paint per SCAQMD Rule 1113

Vehicle Trips - trip rates to match project traffic study for University Land Use

Woodstoves -

Construction Off-road Equipment Mitigation -

Area Mitigation - per SCAQMD Rule 1113

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	11.23	0.09
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	27.49	0.87

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.9058	51.8383	40.4554	0.0420	18.2675	2.7558	21.0233	9.9840	2.5354	12.5194	0.0000	4,208.9939	4,208.9939	1.2367	0.0000	4,234.9641
2018	190.6317	25.2570	22.9854	0.0408	0.8431	1.5284	2.3715	0.2265	1.4362	1.6627	0.0000	3,798.9432	3,798.9432	0.6747	0.0000	3,813.1118
Total	**195.5375**	**77.0954**	**63.4408**	**0.0828**	**19.1105**	**4.2842**	**23.3947**	**10.2106**	**3.9716**	**14.1821**	**0.0000**	**8,007.9372**	**8,007.9372**	**1.9114**	**0.0000**	**8,048.0759**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.9058	51.8383	40.4554	0.0420	18.2675	2.7558	21.0233	9.9840	2.5354	12.5194	0.0000	4,208.9939	4,208.9939	1.2367	0.0000	4,234.9641
2018	190.6317	25.2570	22.9854	0.0408	0.8431	1.5284	2.3715	0.2265	1.4362	1.6627	0.0000	3,798.9432	3,798.9432	0.6747	0.0000	3,813.1118
Total	**195.5375**	**77.0954**	**63.4408**	**0.0828**	**19.1105**	**4.2842**	**23.3947**	**10.2106**	**3.9716**	**14.1821**	**0.0000**	**8,007.9372**	**8,007.9372**	**1.9114**	**0.0000**	**8,048.0758**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Energy	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Mobile	0.4375	1.2008	4.9045	0.0124	0.8237	0.0175	0.8412	0.2201	0.0161	0.2362		1,052.1402	1,052.1402	0.0399		1,052.9779
Total	**4.3343**	**2.3312**	**5.8693**	**0.0191**	**0.8237**	**0.1035**	**0.9271**	**0.2201**	**0.1021**	**0.3222**		**2,408.4549**	**2,408.4549**	**0.0660**	**0.0249**	**2,417.5486**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Energy	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Mobile	0.4375	1.2008	4.9045	0.0124	0.8237	0.0175	0.8412	0.2201	0.0161	0.2362		1,052.1402	1,052.1402	0.0399		1,052.9779
Total	**4.3343**	**2.3312**	**5.8693**	**0.0191**	**0.8237**	**0.1035**	**0.9271**	**0.2201**	**0.1021**	**0.3222**		**2,408.4549**	**2,408.4549**	**0.0660**	**0.0249**	**2,417.5486**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	2/15/2017	5	8	
4	Building Construction	Building Construction	2/16/2017	1/3/2018	5	230	
5	Paving	Paving	1/4/2018	1/29/2018	5	18	
6	Architectural Coating	Architectural Coating	1/30/2018	2/22/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 221,700; Non-Residential Outdoor: 73,900 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	62.00	24.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	**0.0676**	**0.0849**	**1.0583**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9080**	**205.9080**	**0.0101**		**206.1209**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	**0.0676**	**0.0849**	**1.0583**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9080**	**205.9080**	**0.0101**		**206.1209**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.5523**	**2.0388**	**8.5912**	**3.3675**	**1.8757**	**5.2432**		**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.5523**	**2.0388**	**8.5912**	**3.3675**	**1.8757**	**5.2432**	**0.0000**	**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1831	1.8861	2.2478	5.2100e-003	0.1500	0.0304	0.1805	0.0427	0.0280	0.0707		514.7939	514.7939	3.6100e-003		514.8697
Worker	0.2327	0.2924	3.6453	8.7800e-003	0.6930	5.5700e-003	0.6986	0.1838	5.1400e-003	0.1889		709.2388	709.2388	0.0349		709.9720
Total	**0.4159**	**2.1784**	**5.8931**	**0.0140**	**0.8431**	**0.0360**	**0.8791**	**0.2265**	**0.0331**	**0.2597**		**1,224.0327**	**1,224.0327**	**0.0385**		**1,224.8417**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1831	1.8861	2.2478	5.2100e-003	0.1500	0.0304	0.1805	0.0427	0.0280	0.0707		514.7939	514.7939	3.6100e-003		514.8697
Worker	0.2327	0.2924	3.6453	8.7800e-003	0.6930	5.5700e-003	0.6986	0.1838	5.1400e-003	0.1889		709.2388	709.2388	0.0349		709.9720
Total	**0.4159**	**2.1784**	**5.8931**	**0.0140**	**0.8431**	**0.0360**	**0.8791**	**0.2265**	**0.0331**	**0.2597**		**1,224.0327**	**1,224.0327**	**0.0385**		**1,224.8417**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1717	1.7310	2.1414	5.2100e-003	0.1501	0.0287	0.1787	0.0427	0.0264	0.0691		506.1554	506.1554	3.5900e-003		506.2307
Worker	0.2098	0.2652	3.3113	8.7700e-003	0.6930	5.4200e-003	0.6984	0.1838	5.0200e-003	0.1888		682.8489	682.8489	0.0324		683.5293
Total	**0.3815**	**1.9962**	**5.4527**	**0.0140**	**0.8431**	**0.0341**	**0.8772**	**0.2265**	**0.0314**	**0.2579**		**1,189.0043**	**1,189.0043**	**0.0360**		**1,189.7601**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1717	1.7310	2.1414	5.2100e-003	0.1501	0.0287	0.1787	0.0427	0.0264	0.0691		506.1554	506.1554	3.5900e-003		506.2307
Worker	0.2098	0.2652	3.3113	8.7700e-003	0.6930	5.4200e-003	0.6984	0.1838	5.0200e-003	0.1888		682.8489	682.8489	0.0324		683.5293
Total	**0.3815**	**1.9962**	**5.4527**	**0.0140**	**0.8431**	**0.0341**	**0.8772**	**0.2265**	**0.0314**	**0.2579**		**1,189.0043**	**1,189.0043**	**0.0360**		**1,189.7601**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628		1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4060**	**14.3192**	**12.2631**	**0.0187**		**0.8272**	**0.8272**		**0.7628**	**0.7628**		**1,845.0348**	**1,845.0348**	**0.5587**		**1,856.7667**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0677	0.0855	1.0682	2.8300e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6200e-003	0.0609		220.2738	220.2738	0.0105		220.4933
Total	**0.0677**	**0.0855**	**1.0682**	**2.8300e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6200e-003**	**0.0609**		**220.2738**	**220.2738**	**0.0105**		**220.4933**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628	0.0000	1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4060**	**14.3192**	**12.2631**	**0.0187**		**0.8272**	**0.8272**		**0.7628**	**0.7628**	**0.0000**	**1,845.0348**	**1,845.0348**	**0.5587**		**1,856.7667**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0677	0.0855	1.0682	2.8300e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6200e-003	0.0609		220.2738	220.2738	0.0105		220.4933
Total	**0.0677**	**0.0855**	**1.0682**	**2.8300e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6200e-003**	**0.0609**		**220.2738**	**220.2738**	**0.0105**		**220.4933**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.2925					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**190.5911**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0406	0.0513	0.6409	1.7000e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		132.1643	132.1643	6.2700e-003		132.2960
Total	**0.0406**	**0.0513**	**0.6409**	**1.7000e-003**	**0.1341**	**1.0500e-003**	**0.1352**	**0.0356**	**9.7000e-004**	**0.0365**		**132.1643**	**132.1643**	**6.2700e-003**		**132.2960**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.2925					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**190.5911**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0406	0.0513	0.6409	1.7000e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		132.1643	132.1643	6.2700e-003		132.2960
Total	**0.0406**	**0.0513**	**0.6409**	**1.7000e-003**	**0.1341**	**1.0500e-003**	**0.1352**	**0.0356**	**9.7000e-004**	**0.0365**		**132.1643**	**132.1643**	**6.2700e-003**		**132.2960**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4375	1.2008	4.9045	0.0124	0.8237	0.0175	0.8412	0.2201	0.0161	0.2362		1,052.1402	1,052.1402	0.0399		1,052.9779
Unmitigated	0.4375	1.2008	4.9045	0.0124	0.8237	0.0175	0.8412	0.2201	0.0161	0.2362		1,052.1402	1,052.1402	0.0399		1,052.9779

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2Yr)	128.59	12.86	0.00	282,960	282,960
Total	128.59	12.86	0.00	282,960	282,960

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512163	0.060173	0.180257	0.139094	0.042244	0.006664	0.016017	0.031880	0.001940	0.002497	0.004356	0.000592	0.002122

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
NaturalGas Unmitigated	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2Yr)	11528.4	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Total		**0.1243**	**1.1302**	**0.9494**	**6.7800e-003**		**0.0859**	**0.0859**		**0.0859**	**0.0859**		**1,356.2824**	**1,356.2824**	**0.0260**	**0.0249**	**1,364.5365**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2Yr)	11.5284	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Total		**0.1243**	**1.1302**	**0.9494**	**6.7800e-003**		**0.0859**	**0.0859**		**0.0859**	**0.0859**		**1,356.2824**	**1,356.2824**	**0.0260**	**0.0249**	**1,364.5365**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Unmitigated	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9264					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4800e-003	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Total	**3.7725**	**1.5000e-004**	**0.0154**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0324**	**0.0324**	**9.0000e-005**		**0.0342**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9264					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4800e-003	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Total	**3.7725**	**1.5000e-004**	**0.0154**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0324**	**0.0324**	**9.0000e-005**		**0.0342**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Verne Existing

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
University/College (4Yr)	4,849.00	Student	20.46	891,233.92	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Area Coating - Per SCAQMD Rule 1113

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1742	69.6863	53.7927	0.1115	18.2675	3.3190	21.0233	9.9840	3.0535	12.5194	0.0000	10,049.7794	10,049.7794	1.9457	0.0000	10,090.6384
2018	1,033.2698	35.3908	50.5343	0.1114	5.0932	1.7015	6.7948	1.3687	1.5956	2.9643	0.0000	9,808.1717	9,808.1717	0.8560	0.0000	9,826.1473
Total	**1,039.4440**	**105.0771**	**104.3270**	**0.2229**	**23.3607**	**5.0205**	**27.8180**	**11.3527**	**4.6491**	**15.4837**	**0.0000**	**19,857.9511**	**19,857.9511**	**2.8017**	**0.0000**	**19,916.7857**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1742	69.6863	53.7927	0.1115	18.2675	3.3190	21.0233	9.9840	3.0535	12.5194	0.0000	10,049.7794	10,049.7794	1.9457	0.0000	10,090.6384
2018	1,033.2698	35.3908	50.5343	0.1114	5.0932	1.7015	6.7948	1.3687	1.5956	2.9643	0.0000	9,808.1717	9,808.1717	0.8560	0.0000	9,826.1473
Total	**1,039.4440**	**105.0771**	**104.3270**	**0.2229**	**23.3607**	**5.0205**	**27.8180**	**11.3527**	**4.6491**	**15.4837**	**0.0000**	**19,857.9511**	**19,857.9511**	**2.8017**	**0.0000**	**19,916.7857**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Energy	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Mobile	39.1963	107.2782	438.3399	1.1036	73.5228	1.5620	75.0847	19.6449	1.4377	21.0826		93,929.0318	93,929.0318	3.5627		94,003.8475
Total	**62.7340**	**114.0983**	**444.5692**	**1.1445**	**73.5228**	**2.0817**	**75.6045**	**19.6449**	**1.9574**	**21.6023**		**102,108.4748**	**102,108.4748**	**3.7224**	**0.1499**	**102,233.1249**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Energy	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Mobile	39.1963	107.2782	438.3399	1.1036	73.5228	1.5620	75.0847	19.6449	1.4377	21.0826		93,929.0318	93,929.0318	3.5627		94,003.8475
Total	**62.7340**	**114.0983**	**444.5692**	**1.1445**	**73.5228**	**2.0817**	**75.6045**	**19.6449**	**1.9574**	**21.6023**		**102,108.4748**	**102,108.4748**	**3.7224**	**0.1499**	**102,233.1249**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/10/2017	5	10	
3	Grading	Grading	2/11/2017	3/31/2017	5	35	
4	Building Construction	Building Construction	4/1/2017	8/31/2018	5	370	
5	Paving	Paving	9/1/2018	9/28/2018	5	20	
6	Architectural Coating	Architectural Coating	9/29/2018	10/26/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,336,851; Non-Residential Outdoor: 445,617 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	374.00	146.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	75.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0563	0.0707	0.8819	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.5900	171.5900	8.4500e-003		171.7674
Total	**0.0563**	**0.0707**	**0.8819**	**2.1200e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**171.5900**	**171.5900**	**8.4500e-003**		**171.7674**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	**0.0676**	**0.0849**	**1.0583**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9080**	**205.9080**	**0.0101**		**206.1209**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0676	0.0849	1.0583	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9080	205.9080	0.0101		206.1209
Total	**0.0676**	**0.0849**	**1.0583**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9080**	**205.9080**	**0.0101**		**206.1209**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0751	0.0943	1.1759	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.7867	228.7867	0.0113		229.0232
Total	**0.0751**	**0.0943**	**1.1759**	**2.8300e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**228.7867**	**228.7867**	**0.0113**		**229.0232**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0751	0.0943	1.1759	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.7867	228.7867	0.0113		229.0232
Total	**0.0751**	**0.0943**	**1.1759**	**2.8300e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**228.7867**	**228.7867**	**0.0113**		**229.0232**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1139	11.4736	13.6739	0.0317	0.9128	0.1852	1.0979	0.2600	0.1703	0.4303		3,131.6628	3,131.6628	0.0220		3,132.1239
Worker	1.4040	1.7635	21.9896	0.0529	4.1804	0.0336	4.2141	1.1087	0.0310	1.1397		4,278.3113	4,278.3113	0.2106		4,282.7341
Total	**2.5179**	**13.2371**	**35.6636**	**0.0847**	**5.0932**	**0.2188**	**5.3120**	**1.3687**	**0.2013**	**1.5700**		**7,409.9741**	**7,409.9741**	**0.2326**		**7,414.8580**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1139	11.4736	13.6739	0.0317	0.9128	0.1852	1.0979	0.2600	0.1703	0.4303		3,131.6628	3,131.6628	0.0220		3,132.1239
Worker	1.4040	1.7635	21.9896	0.0529	4.1804	0.0336	4.2141	1.1087	0.0310	1.1397		4,278.3113	4,278.3113	0.2106		4,282.7341
Total	**2.5179**	**13.2371**	**35.6636**	**0.0847**	**5.0932**	**0.2188**	**5.3120**	**1.3687**	**0.2013**	**1.5700**		**7,409.9741**	**7,409.9741**	**0.2326**		**7,414.8580**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0446	10.5303	13.0269	0.0317	0.9128	0.1745	1.0873	0.2600	0.1605	0.4205		3,079.1120	3,079.1120	0.0218		3,079.5702
Worker	1.2656	1.5997	19.9748	0.0529	4.1804	0.0327	4.2132	1.1087	0.0303	1.1390		4,119.1207	4,119.1207	0.1955		4,123.2254
Total	**2.3101**	**12.1300**	**33.0017**	**0.0846**	**5.0932**	**0.2073**	**5.3005**	**1.3687**	**0.1908**	**1.5595**		**7,198.2327**	**7,198.2327**	**0.2173**		**7,202.7955**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0446	10.5303	13.0269	0.0317	0.9128	0.1745	1.0873	0.2600	0.1605	0.4205		3,079.1120	3,079.1120	0.0218		3,079.5702
Worker	1.2656	1.5997	19.9748	0.0529	4.1804	0.0327	4.2132	1.1087	0.0303	1.1390		4,119.1207	4,119.1207	0.1955		4,123.2254
Total	**2.3101**	**12.1300**	**33.0017**	**0.0846**	**5.0932**	**0.2073**	**5.3005**	**1.3687**	**0.1908**	**1.5595**		**7,198.2327**	**7,198.2327**	**0.2173**		**7,202.7955**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6114**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0508	0.0642	0.8011	2.1200e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		165.2054	165.2054	7.8400e-003		165.3700
Total	**0.0508**	**0.0642**	**0.8011**	**2.1200e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**165.2054**	**165.2054**	**7.8400e-003**		**165.3700**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6114**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0508	0.0642	0.8011	2.1200e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		165.2054	165.2054	7.8400e-003		165.3700
Total	**0.0508**	**0.0642**	**0.8011**	**2.1200e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**165.2054**	**165.2054**	**7.8400e-003**		**165.3700**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,032.7174					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**1,033.0160**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2538	0.3208	4.0056	0.0106	0.8383	6.5600e-003	0.8449	0.2223	6.0700e-003	0.2284		826.0269	826.0269	0.0392		826.8500
Total	**0.2538**	**0.3208**	**4.0056**	**0.0106**	**0.8383**	**6.5600e-003**	**0.8449**	**0.2223**	**6.0700e-003**	**0.2284**		**826.0269**	**826.0269**	**0.0392**		**826.8500**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,032.7174					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**1,033.0160**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2538	0.3208	4.0056	0.0106	0.8383	6.5600e-003	0.8449	0.2223	6.0700e-003	0.2284		826.0269	826.0269	0.0392		826.8500
Total	**0.2538**	**0.3208**	**4.0056**	**0.0106**	**0.8383**	**6.5600e-003**	**0.8449**	**0.2223**	**6.0700e-003**	**0.2284**		**826.0269**	**826.0269**	**0.0392**		**826.8500**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	39.1963	107.2782	438.3399	1.1036	73.5228	1.5620	75.0847	19.6449	1.4377	21.0826		93,929.0318	93,929.0318	3.5627		94,003.8475
Unmitigated	39.1963	107.2782	438.3399	1.1036	73.5228	1.5620	75.0847	19.6449	1.4377	21.0826		93,929.0318	93,929.0318	3.5627		94,003.8475

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
University/College (4Yr)	11,540.62	6,303.70	0.00	27,467,033	27,467,033
Total	11,540.62	6,303.70	0.00	27,467,033	27,467,033

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
University/College (4Yr)	16.60	8.40	6.90	6.40	88.60	5.00	91	9	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512163	0.060173	0.180257	0.139094	0.042244	0.006664	0.016017	0.031880	0.001940	0.002497	0.004356	0.000592	0.002122

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
NaturalGas Unmitigated	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
University/College (4Yr)	69516.2	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Total		**0.7497**	**6.8153**	**5.7249**	**0.0409**		**0.5180**	**0.5180**		**0.5180**	**0.5180**		**8,178.3819**	**8,178.3819**	**0.1568**	**0.1499**	**8,228.1541**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
University/College (4Yr)	69.5162	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Total		**0.7497**	**6.8153**	**5.7249**	**0.0409**		**0.5180**	**0.5180**		**0.5180**	**0.5180**		**8,178.3819**	**8,178.3819**	**0.1568**	**0.1499**	**8,228.1541**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Unmitigated	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.0929					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0487	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Total	**22.7880**	**4.7800e-003**	**0.5044**	**4.0000e-005**		**1.8200e-003**	**1.8200e-003**		**1.8200e-003**	**1.8200e-003**		**1.0612**	**1.0612**	**2.9500e-003**		**1.1233**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.0929					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0487	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Total	**22.7880**	**4.7800e-003**	**0.5044**	**4.0000e-005**		**1.8200e-003**	**1.8200e-003**		**1.8200e-003**	**1.8200e-003**		**1.0612**	**1.0612**	**2.9500e-003**		**1.1233**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Vern Master Plan

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.00	1000sqft	0.11	5,000.00	0
General Office Building	67.00	1000sqft	1.54	67,000.00	0
University/College (4Yr)	971.00	Student	4.10	178,467.34	0
Enclosed Parking Structure	750.00	Space	6.75	300,000.00	0
Other Asphalt Surfaces	85.00	1000sqft	1.95	85,000.00	0
Parking Lot	60.00	Space	0.54	24,000.00	0
Apartments Low Rise	170.00	Dwelling Unit	10.63	170,000.00	486
Single Family Housing	1.00	Dwelling Unit	0.32	5,000.00	3
Regional Shopping Center	89.20	1000sqft	2.05	89,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land uses include proposed projects on La Vern Campus and West Campus. Land uses and units taken from traffic study. Other Asphalt Surface = North south Access Route

Construction Phase - architectural coating changed to reflect anticipated field conditions

Demolition - Per Table 2-2, Project Description

Architectural Coating - Low VOC to comply with SCAQMD Rule 1113

Vehicle Trips - Trip generation rates per project traffic study. Rates account for transit/walk reductions, pass by reductions, internal capture reduction, and student housing per traffic study.

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Woodstoves - No Wood Burning Hearths Per SCAQMD Rule 445

Area Coating - Assumes low VOC to comply with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - minimum requirements of SCAQMD Rule 403

Area Mitigation - SCAQMD Rule 445 = No Hearths, SCAQMD Rule 1113 = Low VOC Paint (150)

Energy Mitigation - exceed Title 24 by 25% to account for 2013 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	35.00	190.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00

tblFireplaces	NumberGas	144.50	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	17.00	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	8.50	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	5,000.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblVehicleTrips	ST_TR	7.16	5.98
tblVehicleTrips	ST_TR	49.97	11.97
tblVehicleTrips	ST_TR	10.08	9.52
tblVehicleTrips	ST_TR	1.30	0.87
tblVehicleTrips	SU_TR	6.07	5.98
tblVehicleTrips	SU_TR	25.24	11.97
tblVehicleTrips	SU_TR	8.77	9.52
tblVehicleTrips	WD_TR	6.59	5.98
tblVehicleTrips	WD_TR	11.01	9.94
tblVehicleTrips	WD_TR	42.94	11.97
tblVehicleTrips	WD_TR	9.57	9.52
tblVehicleTrips	WD_TR	2.38	0.87
tblWoodstoves	NumberCatalytic	8.50	0.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	8.50	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1740	69.6860	56.0704	0.1171	18.2675	3.3190	21.0233	9.9840	3.0535	12.5194	0.0000	10,483.0945	10,483.0945	1.9457	0.0000	10,523.9534
2018	5.1019	35.2954	52.5900	0.1170	5.5873	1.6984	7.2856	1.4991	1.5927	3.0918	0.0000	10,223.2517	10,223.2517	0.8798	0.0000	10,241.7283
2019	60.8183	32.0578	49.8864	0.1168	5.5874	1.4799	7.0673	1.4991	1.3878	2.8869	0.0000	9,960.2685	9,960.2685	0.8546	0.0000	9,978.2146
Total	**72.0942**	**137.0393**	**158.5468**	**0.3508**	**29.4421**	**6.4973**	**35.3762**	**12.9822**	**6.0340**	**18.4981**	**0.0000**	**30,666.6146**	**30,666.6146**	**3.6801**	**0.0000**	**30,743.8962**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1740	69.6860	56.0704	0.1171	8.3310	3.3190	11.0869	4.5222	3.0535	7.0575	0.0000	10,483.0945	10,483.0945	1.9457	0.0000	10,523.9534
2018	5.1019	35.2954	52.5900	0.1170	5.5873	1.6984	7.2856	1.4991	1.5927	3.0918	0.0000	10,223.2517	10,223.2517	0.8798	0.0000	10,241.7283
2019	60.8183	32.0578	49.8864	0.1168	5.5874	1.4799	7.0673	1.4991	1.3878	2.8869	0.0000	9,960.2685	9,960.2685	0.8546	0.0000	9,978.2146
Total	**72.0942**	**137.0393**	**158.5468**	**0.3508**	**19.5056**	**6.4973**	**25.4398**	**7.5203**	**6.0340**	**13.0362**	**0.0000**	**30,666.6146**	**30,666.6146**	**3.6801**	**0.0000**	**30,743.8962**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.75**	**0.00**	**28.09**	**42.07**	**0.00**	**29.53**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	23.2565	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878
Energy	0.2502	2.2352	1.6213	0.0137		0.1729	0.1729		0.1729	0.1729		2,729.6371	2,729.6371	0.0523	0.0500	2,746.2492
Mobile	9.7881	23.7067	104.6953	0.3408	22.6118	0.4323	23.0441	6.0422	0.3988	6.4410		26,009.9639	26,009.9639	0.8718		26,028.2721
Total	**33.2949**	**26.1071**	**120.6628**	**0.3553**	**22.6118**	**0.6839**	**23.2957**	**6.0422**	**0.6503**	**6.6926**	**0.0000**	**28,765.4471**	**28,765.4471**	**0.9499**	**0.0500**	**28,800.9091**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	21.8748	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878
Energy	0.1923	1.7168	1.2381	0.0105		0.1329	0.1329		0.1329	0.1329		2,097.8069	2,097.8069	0.0402	0.0385	2,110.5738
Mobile	9.7881	23.7067	104.6953	0.3408	22.6118	0.4323	23.0441	6.0422	0.3988	6.4410		26,009.9639	26,009.9639	0.8718		26,028.2721
Total	**31.8553**	**25.5886**	**120.2795**	**0.3521**	**22.6118**	**0.6438**	**23.2556**	**6.0422**	**0.6103**	**6.6525**	**0.0000**	**28,133.6169**	**28,133.6169**	**0.9378**	**0.0385**	**28,165.2337**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.32**	**1.99**	**0.32**	**0.89**	**0.00**	**5.85**	**0.17**	**0.00**	**6.15**	**0.60**	**0.00**	**2.20**	**2.20**	**1.27**	**23.14**	**2.21**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	2/10/2017	5	30	
2	Site Preparation	Site Preparation	2/11/2017	3/10/2017	5	20	
3	Grading	Grading	3/11/2017	5/12/2017	5	45	
4	Building Construction	Building Construction	5/13/2017	1/18/2019	5	440	
5	Paving	Paving	1/19/2019	3/8/2019	5	35	
6	Architectural Coating	Architectural Coating	3/9/2019	11/29/2019	5	190	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 354,375; Residential Outdoor: 118,125; Non-Residential Indoor: 1,088,081; Non-Residential Outdoor: 362,694 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	672.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	421.00	141.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8487	0.0000	4.8487	0.7341	0.0000	0.7341			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**4.8487**	**2.1252**	**6.9739**	**0.7341**	**1.9797**	**2.7139**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3651	5.6893	4.1808	0.0165	0.3903	0.0878	0.4781	0.1069	0.0807	0.1876		1,639.3596	1,639.3596	0.0117		1,639.6054
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0705	0.8806	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.6086	171.6086	8.4400e-003		171.7859
Total	**0.4212**	**5.7598**	**5.0614**	**0.0186**	**0.5579**	**0.0891**	**0.6471**	**0.1513**	**0.0820**	**0.2333**		**1,810.9682**	**1,810.9682**	**0.0202**		**1,811.3913**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1819	0.0000	2.1819	0.3304	0.0000	0.3304			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**2.1819**	**2.1252**	**4.3071**	**0.3304**	**1.9797**	**2.3101**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3651	5.6893	4.1808	0.0165	0.3903	0.0878	0.4781	0.1069	0.0807	0.1876		1,639.3596	1,639.3596	0.0117		1,639.6054
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0561	0.0705	0.8806	2.1200e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		171.6086	171.6086	8.4400e-003		171.7859
Total	**0.4212**	**5.7598**	**5.0614**	**0.0186**	**0.5579**	**0.0891**	**0.6471**	**0.1513**	**0.0820**	**0.2333**		**1,810.9682**	**1,810.9682**	**0.0202**		**1,811.3913**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0674	0.0846	1.0567	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9304	205.9304	0.0101		206.1431
Total	**0.0674**	**0.0846**	**1.0567**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9304**	**205.9304**	**0.0101**		**206.1431**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**8.1298**	**2.7542**	**10.8840**	**4.4688**	**2.5339**	**7.0027**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0674	0.0846	1.0567	2.5500e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		205.9304	205.9304	0.0101		206.1431
Total	**0.0674**	**0.0846**	**1.0567**	**2.5500e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**205.9304**	**205.9304**	**0.0101**		**206.1431**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0749	0.0940	1.1741	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.8115	228.8115	0.0113		229.0479
Total	**0.0749**	**0.0940**	**1.1741**	**2.8300e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**228.8115**	**228.8115**	**0.0113**		**229.0479**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9030	0.0000	3.9030	1.6184	0.0000	1.6184			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**3.9030**	**3.3172**	**7.2202**	**1.6184**	**3.0518**	**4.6702**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0749	0.0940	1.1741	2.8300e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		228.8115	228.8115	0.0113		229.0479
Total	**0.0749**	**0.0940**	**1.1741**	**2.8300e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**228.8115**	**228.8115**	**0.0113**		**229.0479**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0797	11.1498	13.2271	0.0307	0.8815	0.1774	1.0589	0.2511	0.1632	0.4143		3,026.8069	3,026.8069	0.0214		3,027.2552
Worker	1.5756	1.9794	24.7142	0.0596	4.7058	0.0379	4.7436	1.2480	0.0349	1.2829		4,816.4822	4,816.4822	0.2369		4,821.4580
Total	**2.6553**	**13.1292**	**37.9413**	**0.0903**	**5.5873**	**0.2153**	**5.8025**	**1.4991**	**0.1981**	**1.6972**		**7,843.2892**	**7,843.2892**	**0.2583**		**7,848.7132**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0797	11.1498	13.2271	0.0307	0.8815	0.1774	1.0589	0.2511	0.1632	0.4143		3,026.8069	3,026.8069	0.0214		3,027.2552
Worker	1.5756	1.9794	24.7142	0.0596	4.7058	0.0379	4.7436	1.2480	0.0349	1.2829		4,816.4822	4,816.4822	0.2369		4,821.4580
Total	**2.6553**	**13.1292**	**37.9413**	**0.0903**	**5.5873**	**0.2153**	**5.8025**	**1.4991**	**0.1981**	**1.6972**		**7,843.2892**	**7,843.2892**	**0.2583**		**7,848.7132**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0127	10.2389	12.6021	0.0306	0.8815	0.1672	1.0487	0.2511	0.1538	0.4049		2,976.0501	2,976.0501	0.0212		2,976.4956
Worker	1.4205	1.7957	22.4552	0.0596	4.7058	0.0369	4.7426	1.2480	0.0341	1.2821		4,637.2627	4,637.2627	0.2199		4,641.8809
Total	**2.4332**	**12.0346**	**35.0573**	**0.0902**	**5.5873**	**0.2041**	**5.7914**	**1.4991**	**0.1879**	**1.6870**		**7,613.3128**	**7,613.3128**	**0.2411**		**7,618.3766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0127	10.2389	12.6021	0.0306	0.8815	0.1672	1.0487	0.2511	0.1538	0.4049		2,976.0501	2,976.0501	0.0212		2,976.4956
Worker	1.4205	1.7957	22.4552	0.0596	4.7058	0.0369	4.7426	1.2480	0.0341	1.2821		4,637.2627	4,637.2627	0.2199		4,641.8809
Total	**2.4332**	**12.0346**	**35.0573**	**0.0902**	**5.5873**	**0.2041**	**5.7914**	**1.4991**	**0.1879**	**1.6870**		**7,613.3128**	**7,613.3128**	**0.2411**		**7,618.3766**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**2.3516**	**20.9650**	**17.1204**	**0.0268**		**1.2850**	**1.2850**		**1.2083**	**1.2083**		**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9592	9.4457	12.1286	0.0305	0.8816	0.1587	1.0402	0.2511	0.1460	0.3971		2,918.0591	2,918.0591	0.0208		2,918.4961
Worker	1.3074	1.6471	20.6375	0.0595	4.7058	0.0362	4.7420	1.2480	0.0336	1.2816		4,461.4476	4,461.4476	0.2059		4,465.7706
Total	**2.2666**	**11.0928**	**32.7661**	**0.0900**	**5.5874**	**0.1949**	**5.7822**	**1.4991**	**0.1795**	**1.6786**		**7,379.5067**	**7,379.5067**	**0.2267**		**7,384.2667**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**2.3516**	**20.9650**	**17.1204**	**0.0268**		**1.2850**	**1.2850**		**1.2083**	**1.2083**	**0.0000**	**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.9592	9.4457	12.1286	0.0305	0.8816	0.1587	1.0402	0.2511	0.1460	0.3971		2,918.0591	2,918.0591	0.0208		2,918.4961
Worker	1.3074	1.6471	20.6375	0.0595	4.7058	0.0362	4.7420	1.2480	0.0336	1.2816		4,461.4476	4,461.4476	0.2059		4,465.7706
Total	**2.2666**	**11.0928**	**32.7661**	**0.0900**	**5.5874**	**0.1949**	**5.7822**	**1.4991**	**0.1795**	**1.6786**		**7,379.5067**	**7,379.5067**	**0.2267**		**7,384.2667**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4259	14.9353	14.3652	0.0223		0.8094	0.8094		0.7447	0.7447		2,208.9731	2,208.9731	0.6989		2,223.6499
Paving	0.1864					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6122**	**14.9353**	**14.3652**	**0.0223**		**0.8094**	**0.8094**		**0.7447**	**0.7447**		**2,208.9731**	**2,208.9731**	**0.6989**		**2,223.6499**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0466	0.0587	0.7353	2.1200e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		158.9589	158.9589	7.3300e-003		159.1130
Total	**0.0466**	**0.0587**	**0.7353**	**2.1200e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**158.9589**	**158.9589**	**7.3300e-003**		**159.1130**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4259	14.9353	14.3652	0.0223		0.8094	0.8094		0.7447	0.7447	0.0000	2,208.9731	2,208.9731	0.6989		2,223.6499
Paving	0.1864					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6122**	**14.9353**	**14.3652**	**0.0223**		**0.8094**	**0.8094**		**0.7447**	**0.7447**	**0.0000**	**2,208.9731**	**2,208.9731**	**0.6989**		**2,223.6499**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0466	0.0587	0.7353	2.1200e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		158.9589	158.9589	7.3300e-003		159.1130
Total	**0.0466**	**0.0587**	**0.7353**	**2.1200e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**158.9589**	**158.9589**	**7.3300e-003**		**159.1130**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**60.5574**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2609	0.3286	4.1177	0.0119	0.9389	7.2200e-003	0.9461	0.2490	6.6900e-003	0.2557		890.1701	890.1701	0.0411		891.0326
Total	**0.2609**	**0.3286**	**4.1177**	**0.0119**	**0.9389**	**7.2200e-003**	**0.9461**	**0.2490**	**6.6900e-003**	**0.2557**		**890.1701**	**890.1701**	**0.0411**		**891.0326**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**60.5574**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2609	0.3286	4.1177	0.0119	0.9389	7.2200e-003	0.9461	0.2490	6.6900e-003	0.2557		890.1701	890.1701	0.0411		891.0326
Total	**0.2609**	**0.3286**	**4.1177**	**0.0119**	**0.9389**	**7.2200e-003**	**0.9461**	**0.2490**	**6.6900e-003**	**0.2557**		**890.1701**	**890.1701**	**0.0411**		**891.0326**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.7881	23.7067	104.6953	0.3408	22.6118	0.4323	23.0441	6.0422	0.3988	6.4410		26,009.9639	26,009.9639	0.8718		26,028.2721
Unmitigated	9.7881	23.7067	104.6953	0.3408	22.6118	0.4323	23.0441	6.0422	0.3988	6.4410		26,009.9639	26,009.9639	0.8718		26,028.2721

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,016.60	1,016.60	1016.60	3,473,877	3,473,877
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	49.70	11.85	4.90	122,070	122,070
General Office Building	665.98	158.79	65.66	1,635,743	1,635,743
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,067.72	1,067.72	1067.72	2,309,320	2,309,320
Single Family Housing	9.52	9.52	9.52	32,531	32,531
University/College (4Yr)	844.77	844.77	0.00	2,175,081	2,175,081
Total	3,654.29	3,109.25	2,164.40	9,748,622	9,748,622

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
University/College (4Yr)	16.60	8.40	6.90	6.40	88.60	5.00	91	9	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.507717	0.059700	0.181648	0.140055	0.042936	0.006749	0.016265	0.033349	0.001955	0.002502	0.004345	0.000573	0.002206

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1923	1.7168	1.2381	0.0105		0.1329	0.1329		0.1329	0.1329		2,097.8069	2,097.8069	0.0402	0.0385	2,110.5738
NaturalGas Unmitigated	0.2502	2.2352	1.6213	0.0137		0.1729	0.1729		0.1729	0.1729		2,729.6371	2,729.6371	0.0523	0.0500	2,746.2492

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	149.726	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1200e-003	1.1200e-003		1.1200e-003	1.1200e-003		17.6148	17.6148	3.4000e-004	3.2000e-004	17.7220
General Office Building	2006.33	0.0216	0.1967	0.1652	1.1800e-003		0.0150	0.0150		0.0150	0.0150		236.0387	236.0387	4.5200e-003	4.3300e-003	237.4752
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	415.452	4.4800e-003	0.0407	0.0342	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003		48.8767	48.8767	9.4000e-004	9.0000e-004	49.1742
Single Family Housing	81.6464	8.8000e-004	7.5200e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6055	9.6055	1.8000e-004	1.8000e-004	9.6639
University/College (4Yr)	13920.5	0.1501	1.3648	1.1464	8.1900e-003		0.1037	0.1037		0.1037	0.1037		1,637.7003	1,637.7003	0.0314	0.0300	1,647.6671
Apartments Low Rise	6628.31	0.0715	0.6108	0.2599	3.9000e-003		0.0494	0.0494		0.0494	0.0494		779.8011	779.8011	0.0150	0.0143	784.5468
Total		**0.2502**	**2.2352**	**1.6213**	**0.0137**		**0.1729**	**0.1729**		**0.1729**	**0.1729**		**2,729.6371**	**2,729.6371**	**0.0523**	**0.0501**	**2,746.2492**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.11363	1.2300e-003	0.0111	9.3600e-003	7.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004		13.3683	13.3683	2.6000e-004	2.5000e-004	13.4496
General Office Building	1.52264	0.0164	0.1493	0.1254	9.0000e-004		0.0114	0.0114		0.0114	0.0114		179.1346	179.1346	3.4300e-003	3.2800e-003	180.2248
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.341526	3.6800e-003	0.0335	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003		40.1795	40.1795	7.7000e-004	7.4000e-004	40.4241
Single Family Housing	0.0652464	7.0000e-004	6.0100e-003	2.5600e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.6761	7.6761	1.5000e-004	1.4000e-004	7.7228
University/College (4Yr)	10.5125	0.1134	1.0306	0.8657	6.1800e-003		0.0783	0.0783		0.0783	0.0783		1,236.7600	1,236.7600	0.0237	0.0227	1,244.2867
Apartments Low Rise	5.27585	0.0569	0.4862	0.2069	3.1000e-003		0.0393	0.0393		0.0393	0.0393		620.6885	620.6885	0.0119	0.0114	624.4659
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1923**	**1.7168**	**1.2381**	**0.0105**		**0.1329**	**0.1329**		**0.1329**	**0.1329**		**2,097.8069**	**2,097.8069**	**0.0402**	**0.0385**	**2,110.5738**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	21.8748	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878
Unmitigated	23.2565	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.5202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4478	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787		25.8461	25.8461	0.0258		26.3878
Total	**23.2565**	**0.1651**	**14.3462**	**7.6000e-004**		**0.0787**	**0.0787**		**0.0787**	**0.0787**	**0.0000**	**25.8461**	**25.8461**	**0.0258**	**0.0000**	**26.3878**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.1384					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4478	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787		25.8461	25.8461	0.0258		26.3878
Total	**21.8748**	**0.1651**	**14.3462**	**7.6000e-004**		**0.0787**	**0.0787**		**0.0787**	**0.0787**	**0.0000**	**25.8461**	**25.8461**	**0.0258**	**0.0000**	**26.3878**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Verne Demolished Buildings

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Junior College (2Yr)	147.80	1000sqft	3.39	147,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 2 year college assumed to account for square footage of buildings removed

Area Coating - Low VOC paint per SCAQMD Rule 1113

Vehicle Trips - trip rates to match project traffic study for University Land Use

Woodstoves -

Construction Off-road Equipment Mitigation -

Area Mitigation - per SCAQMD Rule 1113

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	11.23	0.09
tblVehicleTrips	SU_TR	1.21	0.00
tblVehicleTrips	WD_TR	27.49	0.87

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.9070	51.8466	40.3687	0.0419	18.2675	2.7558	21.0233	9.9840	2.5354	12.5194	0.0000	4,197.3965	4,197.3965	1.2367	0.0000	4,223.3667
2018	190.6324	25.3245	23.1748	0.0402	0.8431	1.5287	2.3717	0.2265	1.4364	1.6630	0.0000	3,752.1663	3,752.1663	0.6748	0.0000	3,766.3373
Total	**195.5394**	**77.1711**	**63.5434**	**0.0821**	**19.1105**	**4.2845**	**23.3950**	**10.2106**	**3.9718**	**14.1824**	**0.0000**	**7,949.5628**	**7,949.5628**	**1.9115**	**0.0000**	**7,989.7039**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	4.9070	51.8466	40.3687	0.0419	18.2675	2.7558	21.0233	9.9840	2.5354	12.5194	0.0000	4,197.3965	4,197.3965	1.2367	0.0000	4,223.3667
2018	190.6324	25.3245	23.1748	0.0402	0.8431	1.5287	2.3717	0.2265	1.4364	1.6630	0.0000	3,752.1663	3,752.1663	0.6748	0.0000	3,766.3373
Total	**195.5394**	**77.1711**	**63.5434**	**0.0821**	**19.1105**	**4.2845**	**23.3950**	**10.2106**	**3.9718**	**14.1824**	**0.0000**	**7,949.5628**	**7,949.5628**	**1.9115**	**0.0000**	**7,989.7039**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Energy	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Mobile	0.4520	1.2618	4.8476	0.0117	0.8237	0.0176	0.8413	0.2201	0.0162	0.2363		1,001.6072	1,001.6072	0.0399		1,002.4457
Total	**4.3489**	**2.3922**	**5.8124**	**0.0185**	**0.8237**	**0.1035**	**0.9272**	**0.2201**	**0.1021**	**0.3222**		**2,357.9219**	**2,357.9219**	**0.0660**	**0.0249**	**2,367.0164**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Energy	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Mobile	0.4520	1.2618	4.8476	0.0117	0.8237	0.0176	0.8413	0.2201	0.0162	0.2363		1,001.6072	1,001.6072	0.0399		1,002.4457
Total	**4.3489**	**2.3922**	**5.8124**	**0.0185**	**0.8237**	**0.1035**	**0.9272**	**0.2201**	**0.1021**	**0.3222**		**2,357.9219**	**2,357.9219**	**0.0660**	**0.0249**	**2,367.0164**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/3/2017	5	5	
3	Grading	Grading	2/4/2017	2/15/2017	5	8	
4	Building Construction	Building Construction	2/16/2017	1/3/2018	5	230	
5	Paving	Paving	1/4/2018	1/29/2018	5	18	
6	Architectural Coating	Architectural Coating	1/30/2018	2/22/2018	5	18	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 4

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 221,700; Non-Residential Outdoor: 73,900 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Cement and Mortar Mixers	2	6.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	2	6.00	130	0.36
Paving	Rollers	2	6.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	62.00	24.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	12.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0574	0.0776	0.8097	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9291	160.9291	8.4500e-003		161.1065
Total	**0.0574**	**0.0776**	**0.8097**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9291**	**160.9291**	**8.4500e-003**		**161.1065**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0574	0.0776	0.8097	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9291	160.9291	8.4500e-003		161.1065
Total	**0.0574**	**0.0776**	**0.8097**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9291**	**160.9291**	**8.4500e-003**		**161.1065**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0931	0.9716	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1150	193.1150	0.0101		193.3278
Total	**0.0688**	**0.0931**	**0.9716**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1150**	**193.1150**	**0.0101**		**193.3278**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0931	0.9716	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1150	193.1150	0.0101		193.3278
Total	**0.0688**	**0.0931**	**0.9716**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1150**	**193.1150**	**0.0101**		**193.3278**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757		3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.5523**	**2.0388**	**8.5912**	**3.3675**	**1.8757**	**5.2432**		**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0574	0.0776	0.8097	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9291	160.9291	8.4500e-003		161.1065
Total	**0.0574**	**0.0776**	**0.8097**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9291**	**160.9291**	**8.4500e-003**		**161.1065**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	3.4555	35.9825	25.3812	0.0297		2.0388	2.0388		1.8757	1.8757	0.0000	3,043.6667	3,043.6667	0.9326		3,063.2507
Total	**3.4555**	**35.9825**	**25.3812**	**0.0297**	**6.5523**	**2.0388**	**8.5912**	**3.3675**	**1.8757**	**5.2432**	**0.0000**	**3,043.6667**	**3,043.6667**	**0.9326**		**3,063.2507**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0574	0.0776	0.8097	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9291	160.9291	8.4500e-003		161.1065
Total	**0.0574**	**0.0776**	**0.8097**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9291**	**160.9291**	**8.4500e-003**		**161.1065**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2000	1.9325	2.7240	5.1800e-003	0.1500	0.0307	0.1808	0.0427	0.0283	0.0710		510.4660	510.4660	3.7200e-003		510.5442
Worker	0.2371	0.3208	3.3468	8.2200e-003	0.6930	5.5700e-003	0.6986	0.1838	5.1400e-003	0.1889		665.1737	665.1737	0.0349		665.9069
Total	**0.4371**	**2.2534**	**6.0707**	**0.0134**	**0.8431**	**0.0363**	**0.8794**	**0.2265**	**0.0334**	**0.2599**		**1,175.6397**	**1,175.6397**	**0.0386**		**1,176.4511**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2000	1.9325	2.7240	5.1800e-003	0.1500	0.0307	0.1808	0.0427	0.0283	0.0710		510.4660	510.4660	3.7200e-003		510.5442
Worker	0.2371	0.3208	3.3468	8.2200e-003	0.6930	5.5700e-003	0.6986	0.1838	5.1400e-003	0.1889		665.1737	665.1737	0.0349		665.9069
Total	**0.4371**	**2.2534**	**6.0707**	**0.0134**	**0.8431**	**0.0363**	**0.8794**	**0.2265**	**0.0334**	**0.2599**		**1,175.6397**	**1,175.6397**	**0.0386**		**1,176.4511**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1870	1.7727	2.6138	5.1700e-003	0.1501	0.0290	0.1790	0.0427	0.0266	0.0694		501.8911	501.8911	3.7000e-003		501.9688
Worker	0.2132	0.2909	3.0283	8.2200e-003	0.6930	5.4200e-003	0.6984	0.1838	5.0200e-003	0.1888		640.3363	640.3363	0.0324		641.0167
Total	**0.4002**	**2.0637**	**5.6421**	**0.0134**	**0.8431**	**0.0344**	**0.8775**	**0.2265**	**0.0317**	**0.2582**		**1,142.2273**	**1,142.2273**	**0.0361**		**1,142.9856**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1870	1.7727	2.6138	5.1700e-003	0.1501	0.0290	0.1790	0.0427	0.0266	0.0694		501.8911	501.8911	3.7000e-003		501.9688
Worker	0.2132	0.2909	3.0283	8.2200e-003	0.6930	5.4200e-003	0.6984	0.1838	5.0200e-003	0.1888		640.3363	640.3363	0.0324		641.0167
Total	**0.4002**	**2.0637**	**5.6421**	**0.0134**	**0.8431**	**0.0344**	**0.8775**	**0.2265**	**0.0317**	**0.2582**		**1,142.2273**	**1,142.2273**	**0.0361**		**1,142.9856**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628		1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4060**	**14.3192**	**12.2631**	**0.0187**		**0.8272**	**0.8272**		**0.7628**	**0.7628**		**1,845.0348**	**1,845.0348**	**0.5587**		**1,856.7667**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0939	0.9769	2.6500e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6200e-003	0.0609		206.5601	206.5601	0.0105		206.7796
Total	**0.0688**	**0.0939**	**0.9769**	**2.6500e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6200e-003**	**0.0609**		**206.5601**	**206.5601**	**0.0105**		**206.7796**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4060	14.3192	12.2631	0.0187		0.8272	0.8272		0.7628	0.7628	0.0000	1,845.0348	1,845.0348	0.5587		1,856.7667
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.4060**	**14.3192**	**12.2631**	**0.0187**		**0.8272**	**0.8272**		**0.7628**	**0.7628**	**0.0000**	**1,845.0348**	**1,845.0348**	**0.5587**		**1,856.7667**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0939	0.9769	2.6500e-003	0.2236	1.7500e-003	0.2253	0.0593	1.6200e-003	0.0609		206.5601	206.5601	0.0105		206.7796
Total	**0.0688**	**0.0939**	**0.9769**	**2.6500e-003**	**0.2236**	**1.7500e-003**	**0.2253**	**0.0593**	**1.6200e-003**	**0.0609**		**206.5601**	**206.5601**	**0.0105**		**206.7796**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.2925					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**190.5911**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0413	0.0563	0.5861	1.5900e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		123.9361	123.9361	6.2700e-003		124.0678
Total	**0.0413**	**0.0563**	**0.5861**	**1.5900e-003**	**0.1341**	**1.0500e-003**	**0.1352**	**0.0356**	**9.7000e-004**	**0.0365**		**123.9361**	**123.9361**	**6.2700e-003**		**124.0678**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	190.2925					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**190.5911**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0413	0.0563	0.5861	1.5900e-003	0.1341	1.0500e-003	0.1352	0.0356	9.7000e-004	0.0365		123.9361	123.9361	6.2700e-003		124.0678
Total	**0.0413**	**0.0563**	**0.5861**	**1.5900e-003**	**0.1341**	**1.0500e-003**	**0.1352**	**0.0356**	**9.7000e-004**	**0.0365**		**123.9361**	**123.9361**	**6.2700e-003**		**124.0678**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4520	1.2618	4.8476	0.0117	0.8237	0.0176	0.8413	0.2201	0.0162	0.2363		1,001.6072	1,001.6072	0.0399		1,002.4457
Unmitigated	0.4520	1.2618	4.8476	0.0117	0.8237	0.0176	0.8413	0.2201	0.0162	0.2363		1,001.6072	1,001.6072	0.0399		1,002.4457

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Junior College (2Yr)	128.59	12.86	0.00	282,960	282,960
Total	128.59	12.86	0.00	282,960	282,960

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512163	0.060173	0.180257	0.139094	0.042244	0.006664	0.016017	0.031880	0.001940	0.002497	0.004356	0.000592	0.002122

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
NaturalGas Unmitigated	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2Yr)	11528.4	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Total		**0.1243**	**1.1302**	**0.9494**	**6.7800e-003**		**0.0859**	**0.0859**		**0.0859**	**0.0859**		**1,356.2824**	**1,356.2824**	**0.0260**	**0.0249**	**1,364.5365**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Junior College (2Yr)	11.5284	0.1243	1.1302	0.9494	6.7800e-003		0.0859	0.0859		0.0859	0.0859		1,356.2824	1,356.2824	0.0260	0.0249	1,364.5365
Total		**0.1243**	**1.1302**	**0.9494**	**6.7800e-003**		**0.0859**	**0.0859**		**0.0859**	**0.0859**		**1,356.2824**	**1,356.2824**	**0.0260**	**0.0249**	**1,364.5365**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Unmitigated	3.7725	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9264					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4800e-003	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Total	**3.7725**	**1.5000e-004**	**0.0154**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0324**	**0.0324**	**9.0000e-005**		**0.0342**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8446					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.9264					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.4800e-003	1.5000e-004	0.0154	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.0324	0.0324	9.0000e-005		0.0342
Total	**3.7725**	**1.5000e-004**	**0.0154**	**0.0000**		**6.0000e-005**	**6.0000e-005**		**6.0000e-005**	**6.0000e-005**		**0.0324**	**0.0324**	**9.0000e-005**		**0.0342**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Verne Existing

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
University/College (4Yr)	4,849.00	Student	20.46	891,233.92	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Area Coating - Per SCAQMD Rule 1113

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	150	250
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1756	69.6955	54.8884	0.1079	18.2675	3.3190	21.0233	9.9840	3.0535	12.5194	0.0000	9,757.6397	9,757.6397	1.9457	0.0000	9,798.4987
2018	1,033.2740	35.7999	51.7007	0.1078	5.0932	1.7032	6.7964	1.3687	1.5971	2.9658	0.0000	9,525.7833	9,525.7833	0.8567	0.0000	9,543.7737
Total	**1,039.4496**	**105.4954**	**106.5891**	**0.2157**	**23.3607**	**5.0222**	**27.8197**	**11.3527**	**4.6506**	**15.4852**	**0.0000**	**19,283.4230**	**19,283.4230**	**2.8024**	**0.0000**	**19,342.2724**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1756	69.6955	54.8884	0.1079	18.2675	3.3190	21.0233	9.9840	3.0535	12.5194	0.0000	9,757.6397	9,757.6397	1.9457	0.0000	9,798.4987
2018	1,033.2740	35.7999	51.7007	0.1078	5.0932	1.7032	6.7964	1.3687	1.5971	2.9658	0.0000	9,525.7833	9,525.7833	0.8567	0.0000	9,543.7737
Total	**1,039.4496**	**105.4954**	**106.5891**	**0.2157**	**23.3607**	**5.0222**	**27.8197**	**11.3527**	**4.6506**	**15.4852**	**0.0000**	**19,283.4230**	**19,283.4230**	**2.8024**	**0.0000**	**19,342.2724**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Energy	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Mobile	40.5035	112.7210	433.4197	1.0484	73.5228	1.5685	75.0912	19.6449	1.4436	21.0885		89,417.8541	89,417.8541	3.5659		89,492.7370
Total	**64.0411**	**119.5411**	**439.6490**	**1.0893**	**73.5228**	**2.0882**	**75.6110**	**19.6449**	**1.9634**	**21.6083**		**97,597.2971**	**97,597.2971**	**3.7256**	**0.1499**	**97,722.0144**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Energy	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Mobile	40.5035	112.7210	433.4197	1.0484	73.5228	1.5685	75.0912	19.6449	1.4436	21.0885		89,417.8541	89,417.8541	3.5659		89,492.7370
Total	**64.0411**	**119.5411**	**439.6490**	**1.0893**	**73.5228**	**2.0882**	**75.6110**	**19.6449**	**1.9634**	**21.6083**		**97,597.2971**	**97,597.2971**	**3.7256**	**0.1499**	**97,722.0144**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	1/27/2017	5	20	
2	Site Preparation	Site Preparation	1/28/2017	2/10/2017	5	10	
3	Grading	Grading	2/11/2017	3/31/2017	5	35	
4	Building Construction	Building Construction	4/1/2017	8/31/2018	5	370	
5	Paving	Paving	9/1/2018	9/28/2018	5	20	
6	Architectural Coating	Architectural Coating	9/29/2018	10/26/2018	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 87.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,336,851; Non-Residential Outdoor: 445,617 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	162	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	162	0.38
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	125	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	174	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	130	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	374.00	146.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	75.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0574	0.0776	0.8097	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9291	160.9291	8.4500e-003		161.1065
Total	**0.0574**	**0.0776**	**0.8097**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9291**	**160.9291**	**8.4500e-003**		**161.1065**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**		**2.1252**	**2.1252**		**1.9797**	**1.9797**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0574	0.0776	0.8097	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9291	160.9291	8.4500e-003		161.1065
Total	**0.0574**	**0.0776**	**0.8097**	**1.9900e-003**	**0.1677**	**1.3500e-003**	**0.1690**	**0.0445**	**1.2400e-003**	**0.0457**		**160.9291**	**160.9291**	**8.4500e-003**		**161.1065**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0931	0.9716	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1150	193.1150	0.0101		193.3278
Total	**0.0688**	**0.0931**	**0.9716**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1150**	**193.1150**	**0.0101**		**193.3278**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0688	0.0931	0.9716	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1150	193.1150	0.0101		193.3278
Total	**0.0688**	**0.0931**	**0.9716**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1150**	**193.1150**	**0.0101**		**193.3278**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0765	0.1035	1.0796	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5722	214.5722	0.0113		214.8087
Total	**0.0765**	**0.1035**	**1.0796**	**2.6500e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.5722**	**214.5722**	**0.0113**		**214.8087**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0765	0.1035	1.0796	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5722	214.5722	0.0113		214.8087
Total	**0.0765**	**0.1035**	**1.0796**	**2.6500e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.5722**	**214.5722**	**0.0113**		**214.8087**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2169	11.7563	16.5707	0.0315	0.9128	0.1870	1.0998	0.2600	0.1720	0.4320		3,105.3348	3,105.3348	0.0227		3,105.8103
Worker	1.4303	1.9353	20.1885	0.0496	4.1804	0.0336	4.2141	1.1087	0.0310	1.1397		4,012.4996	4,012.4996	0.2106		4,016.9223
Total	**2.6472**	**13.6915**	**36.7592**	**0.0811**	**5.0932**	**0.2206**	**5.3138**	**1.3687**	**0.2030**	**1.5716**		**7,117.8343**	**7,117.8343**	**0.2333**		**7,122.7327**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.2169	11.7563	16.5707	0.0315	0.9128	0.1870	1.0998	0.2600	0.1720	0.4320		3,105.3348	3,105.3348	0.0227		3,105.8103
Worker	1.4303	1.9353	20.1885	0.0496	4.1804	0.0336	4.2141	1.1087	0.0310	1.1397		4,012.4996	4,012.4996	0.2106		4,016.9223
Total	**2.6472**	**13.6915**	**36.7592**	**0.0811**	**5.0932**	**0.2206**	**5.3138**	**1.3687**	**0.2030**	**1.5716**		**7,117.8343**	**7,117.8343**	**0.2333**		**7,122.7327**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1373	10.7841	15.9006	0.0314	0.9128	0.1762	1.0890	0.2600	0.1621	0.4220		3,053.1706	3,053.1706	0.0225		3,053.6436
Worker	1.2862	1.7550	18.2674	0.0496	4.1804	0.0327	4.2132	1.1087	0.0303	1.1390		3,862.6737	3,862.6737	0.1955		3,866.7784
Total	**2.4235**	**12.5391**	**34.1681**	**0.0810**	**5.0932**	**0.2089**	**5.3021**	**1.3687**	**0.1923**	**1.5610**		**6,915.8444**	**6,915.8444**	**0.2180**		**6,920.4220**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1373	10.7841	15.9006	0.0314	0.9128	0.1762	1.0890	0.2600	0.1621	0.4220		3,053.1706	3,053.1706	0.0225		3,053.6436
Worker	1.2862	1.7550	18.2674	0.0496	4.1804	0.0327	4.2132	1.1087	0.0303	1.1390		3,862.6737	3,862.6737	0.1955		3,866.7784
Total	**2.4235**	**12.5391**	**34.1681**	**0.0810**	**5.0932**	**0.2089**	**5.3021**	**1.3687**	**0.1923**	**1.5610**		**6,915.8444**	**6,915.8444**	**0.2180**		**6,920.4220**

3.6 Paving - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635		2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6114**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**		**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0516	0.0704	0.7327	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9201	154.9201	7.8400e-003		155.0847
Total	**0.0516**	**0.0704**	**0.7327**	**1.9900e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**154.9201**	**154.9201**	**7.8400e-003**		**155.0847**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6114	17.1628	14.4944	0.0223		0.9386	0.9386		0.8635	0.8635	0.0000	2,245.2695	2,245.2695	0.6990		2,259.9481
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6114**	**17.1628**	**14.4944**	**0.0223**		**0.9386**	**0.9386**		**0.8635**	**0.8635**	**0.0000**	**2,245.2695**	**2,245.2695**	**0.6990**		**2,259.9481**

3.6 Paving - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0516	0.0704	0.7327	1.9900e-003	0.1677	1.3100e-003	0.1690	0.0445	1.2100e-003	0.0457		154.9201	154.9201	7.8400e-003		155.0847
Total	**0.0516**	**0.0704**	**0.7327**	**1.9900e-003**	**0.1677**	**1.3100e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**154.9201**	**154.9201**	**7.8400e-003**		**155.0847**

3.7 Architectural Coating - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,032.7174					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.0102
Total	**1,033.0160**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**		**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2579	0.3519	3.6633	9.9400e-003	0.8383	6.5600e-003	0.8449	0.2223	6.0700e-003	0.2284		774.6003	774.6003	0.0392		775.4235
Total	**0.2579**	**0.3519**	**3.6633**	**9.9400e-003**	**0.8383**	**6.5600e-003**	**0.8449**	**0.2223**	**6.0700e-003**	**0.2284**		**774.6003**	**774.6003**	**0.0392**		**775.4235**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	1,032.7174					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.0102
Total	**1,033.0160**	**2.0058**	**1.8542**	**2.9700e-003**		**0.1506**	**0.1506**		**0.1506**	**0.1506**	**0.0000**	**281.4485**	**281.4485**	**0.0267**		**282.0102**

3.7 Architectural Coating - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2579	0.3519	3.6633	9.9400e-003	0.8383	6.5600e-003	0.8449	0.2223	6.0700e-003	0.2284		774.6003	774.6003	0.0392		775.4235
Total	**0.2579**	**0.3519**	**3.6633**	**9.9400e-003**	**0.8383**	**6.5600e-003**	**0.8449**	**0.2223**	**6.0700e-003**	**0.2284**		**774.6003**	**774.6003**	**0.0392**		**775.4235**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	40.5035	112.7210	433.4197	1.0484	73.5228	1.5685	75.0912	19.6449	1.4436	21.0885		89,417.8541	89,417.8541	3.5659		89,492.7370
Unmitigated	40.5035	112.7210	433.4197	1.0484	73.5228	1.5685	75.0912	19.6449	1.4436	21.0885		89,417.8541	89,417.8541	3.5659		89,492.7370

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
University/College (4Yr)	11,540.62	6,303.70	0.00	27,467,033	27,467,033
Total	11,540.62	6,303.70	0.00	27,467,033	27,467,033

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
University/College (4Yr)	16.60	8.40	6.90	6.40	88.60	5.00	91	9	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.512163	0.060173	0.180257	0.139094	0.042244	0.006664	0.016017	0.031880	0.001940	0.002497	0.004356	0.000592	0.002122

4.4 Fleet Mix

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
NaturalGas Unmitigated	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
University/College (4Yr)	69516.2	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Total		**0.7497**	**6.8153**	**5.7249**	**0.0409**		**0.5180**	**0.5180**		**0.5180**	**0.5180**		**8,178.3819**	**8,178.3819**	**0.1568**	**0.1499**	**8,228.1541**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
University/College (4Yr)	69.5162	0.7497	6.8153	5.7249	0.0409		0.5180	0.5180		0.5180	0.5180		8,178.3819	8,178.3819	0.1568	0.1499	8,228.1541
Total		**0.7497**	**6.8153**	**5.7249**	**0.0409**		**0.5180**	**0.5180**		**0.5180**	**0.5180**		**8,178.3819**	**8,178.3819**	**0.1568**	**0.1499**	**8,228.1541**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Unmitigated	22.7880	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.0929					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0487	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Total	**22.7880**	**4.7800e-003**	**0.5044**	**4.0000e-005**		**1.8200e-003**	**1.8200e-003**		**1.8200e-003**	**1.8200e-003**		**1.0612**	**1.0612**	**2.9500e-003**		**1.1233**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	5.0929					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	17.6464					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0487	4.7800e-003	0.5044	4.0000e-005		1.8200e-003	1.8200e-003		1.8200e-003	1.8200e-003		1.0612	1.0612	2.9500e-003		1.1233
Total	**22.7880**	**4.7800e-003**	**0.5044**	**4.0000e-005**		**1.8200e-003**	**1.8200e-003**		**1.8200e-003**	**1.8200e-003**		**1.0612**	**1.0612**	**2.9500e-003**		**1.1233**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

University of La Vern Master Plan

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5.00	1000sqft	0.11	5,000.00	0
General Office Building	67.00	1000sqft	1.54	67,000.00	0
University/College (4Yr)	971.00	Student	4.10	178,467.34	0
Enclosed Parking Structure	750.00	Space	6.75	300,000.00	0
Other Asphalt Surfaces	85.00	1000sqft	1.95	85,000.00	0
Parking Lot	60.00	Space	0.54	24,000.00	0
Apartments Low Rise	170.00	Dwelling Unit	10.63	170,000.00	486
Single Family Housing	1.00	Dwelling Unit	0.32	5,000.00	3
Regional Shopping Center	89.20	1000sqft	2.05	89,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Land uses include proposed projects on La Vern Campus and West Campus. Land uses and units taken from traffic study. Other Asphalt Surface = North south Access Route

Construction Phase - architectural coating changed to reflect anticipated field conditions

Demolition - Per Table 2-2, Project Description

Architectural Coating - Low VOC to comply with SCAQMD Rule 1113

Vehicle Trips - Trip generation rates per project traffic study. Rates account for transit/walk reductions, pass by reductions, internal capture reduction, and student housing per traffic study.

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Woodstoves - No Wood Burning Hearths Per SCAQMD Rule 445

Area Coating - Assumes low VOC to comply with SCAQMD Rule 1113

Construction Off-road Equipment Mitigation - minimum requirements of SCAQMD Rule 403

Area Mitigation - SCAQMD Rule 445 = No Hearths, SCAQMD Rule 1113 = Low VOC Paint (150)

Energy Mitigation - exceed Title 24 by 25% to account for 2013 Title 24 standards

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	150.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	150.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	150
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	150
tblConstructionPhase	NumDays	35.00	190.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00

tblFireplaces	NumberGas	144.50	0.00
tblFireplaces	NumberGas	0.85	0.00
tblFireplaces	NumberNoFireplace	17.00	0.00
tblFireplaces	NumberNoFireplace	0.10	0.00
tblFireplaces	NumberWood	8.50	0.00
tblFireplaces	NumberWood	0.05	0.00
tblLandUse	LandUseSquareFeet	1,800.00	5,000.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblVehicleTrips	ST_TR	7.16	5.98
tblVehicleTrips	ST_TR	49.97	11.97
tblVehicleTrips	ST_TR	10.08	9.52
tblVehicleTrips	ST_TR	1.30	0.87
tblVehicleTrips	SU_TR	6.07	5.98
tblVehicleTrips	SU_TR	25.24	11.97
tblVehicleTrips	SU_TR	8.77	9.52
tblVehicleTrips	WD_TR	6.59	5.98
tblVehicleTrips	WD_TR	11.01	9.94
tblVehicleTrips	WD_TR	42.94	11.97
tblVehicleTrips	WD_TR	9.57	9.52
tblVehicleTrips	WD_TR	2.38	0.87
tblWoodstoves	NumberCatalytic	8.50	0.00
tblWoodstoves	NumberCatalytic	0.05	0.00
tblWoodstoves	NumberNoncatalytic	8.50	0.00
tblWoodstoves	NumberNoncatalytic	0.05	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1755	69.6953	56.8560	0.1131	18.2675	3.3190	21.0233	9.9840	3.0535	12.5194	0.0000	10,157.8670	10,157.8670	1.9457	0.0000	10,198.7259
2018	5.2166	35.7185	53.4557	0.1130	5.5873	1.7000	7.2872	1.4991	1.5942	3.0932	0.0000	9,908.9615	9,908.9615	0.8805	0.0000	9,927.4524
2019	60.8226	32.4412	50.8223	0.1128	5.5874	1.4814	7.0687	1.4991	1.3891	2.8882	0.0000	9,656.6383	9,656.6383	0.8553	0.0000	9,674.5991
Total	**72.2147**	**137.8549**	**161.1339**	**0.3389**	**29.4421**	**6.5003**	**35.3792**	**12.9822**	**6.0368**	**18.5009**	**0.0000**	**29,723.4668**	**29,723.4668**	**3.6815**	**0.0000**	**29,800.7773**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2017	6.1755	69.6953	56.8560	0.1131	8.3310	3.3190	11.0869	4.5222	3.0535	7.0575	0.0000	10,157.8670	10,157.8670	1.9457	0.0000	10,198.7258
2018	5.2166	35.7185	53.4557	0.1130	5.5873	1.7000	7.2872	1.4991	1.5942	3.0932	0.0000	9,908.9614	9,908.9614	0.8805	0.0000	9,927.4524
2019	60.8226	32.4412	50.8223	0.1128	5.5874	1.4814	7.0687	1.4991	1.3891	2.8882	0.0000	9,656.6383	9,656.6383	0.8553	0.0000	9,674.5991
Total	**72.2147**	**137.8549**	**161.1339**	**0.3389**	**19.5056**	**6.5003**	**25.4428**	**7.5203**	**6.0368**	**13.0390**	**0.0000**	**29,723.4668**	**29,723.4668**	**3.6815**	**0.0000**	**29,800.7773**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**33.75**	**0.00**	**28.09**	**42.07**	**0.00**	**29.52**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	23.2565	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878
Energy	0.2502	2.2352	1.6213	0.0137		0.1729	0.1729		0.1729	0.1729		2,729.6371	2,729.6371	0.0523	0.0500	2,746.2492
Mobile	10.0892	24.9001	104.3119	0.3237	22.6118	0.4337	23.0455	6.0422	0.4001	6.4423		24,776.2862	24,776.2862	0.8730		24,794.6195
Total	**33.5959**	**27.3004**	**120.2793**	**0.3381**	**22.6118**	**0.6853**	**23.2971**	**6.0422**	**0.6516**	**6.6939**	**0.0000**	**27,531.7693**	**27,531.7693**	**0.9511**	**0.0500**	**27,567.2565**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	21.8748	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878
Energy	0.1923	1.7168	1.2381	0.0105		0.1329	0.1329		0.1329	0.1329		2,097.8069	2,097.8069	0.0402	0.0385	2,110.5738
Mobile	10.0892	24.9001	104.3119	0.3237	22.6118	0.4337	23.0455	6.0422	0.4001	6.4423		24,776.2862	24,776.2862	0.8730		24,794.6195
Total	**32.1563**	**26.7820**	**119.8961**	**0.3350**	**22.6118**	**0.6453**	**23.2571**	**6.0422**	**0.6116**	**6.6538**	**0.0000**	**26,899.9391**	**26,899.9391**	**0.9390**	**0.0385**	**26,931.5811**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**4.29**	**1.90**	**0.32**	**0.93**	**0.00**	**5.84**	**0.17**	**0.00**	**6.14**	**0.60**	**0.00**	**2.29**	**2.29**	**1.27**	**23.14**	**2.31**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	2/10/2017	5	30	
2	Site Preparation	Site Preparation	2/11/2017	3/10/2017	5	20	
3	Grading	Grading	3/11/2017	5/12/2017	5	45	
4	Building Construction	Building Construction	5/13/2017	1/18/2019	5	440	
5	Paving	Paving	1/19/2019	3/8/2019	5	35	
6	Architectural Coating	Architectural Coating	3/9/2019	11/29/2019	5	190	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 354,375; Residential Outdoor: 118,125; Non-Residential Indoor: 1,088,081; Non-Residential Outdoor: 362,694 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	672.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	421.00	141.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	84.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.8487	0.0000	4.8487	0.7341	0.0000	0.7341			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797		4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**4.8487**	**2.1252**	**6.9739**	**0.7341**	**1.9797**	**2.7139**		**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3840	5.8949	4.8208	0.0165	0.3903	0.0880	0.4783	0.1069	0.0809	0.1878		1,635.4631	1,635.4631	0.0119		1,635.7124
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0573	0.0775	0.8088	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9269	160.9269	8.4400e-003		161.1042
Total	**0.4413**	**5.9723**	**5.6297**	**0.0185**	**0.5579**	**0.0893**	**0.6473**	**0.1513**	**0.0822**	**0.2335**		**1,796.3900**	**1,796.3900**	**0.0203**		**1,796.8165**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.1819	0.0000	2.1819	0.3304	0.0000	0.3304			0.0000			0.0000
Off-Road	4.0482	42.6971	33.8934	0.0399		2.1252	2.1252		1.9797	1.9797	0.0000	4,036.4674	4,036.4674	1.1073		4,059.7211
Total	**4.0482**	**42.6971**	**33.8934**	**0.0399**	**2.1819**	**2.1252**	**4.3071**	**0.3304**	**1.9797**	**2.3101**	**0.0000**	**4,036.4674**	**4,036.4674**	**1.1073**		**4,059.7211**

3.2 Demolition - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.3840	5.8949	4.8208	0.0165	0.3903	0.0880	0.4783	0.1069	0.0809	0.1878		1,635.4631	1,635.4631	0.0119		1,635.7124
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0573	0.0775	0.8088	1.9900e-003	0.1677	1.3500e-003	0.1690	0.0445	1.2400e-003	0.0457		160.9269	160.9269	8.4400e-003		161.1042
Total	**0.4413**	**5.9723**	**5.6297**	**0.0185**	**0.5579**	**0.0893**	**0.6473**	**0.1513**	**0.0822**	**0.2335**		**1,796.3900**	**1,796.3900**	**0.0203**		**1,796.8165**

3.3 Site Preparation - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339		4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**18.0663**	**2.7542**	**20.8205**	**9.9307**	**2.5339**	**12.4646**		**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0929	0.9706	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1123	193.1123	0.0101		193.3250
Total	**0.0687**	**0.0929**	**0.9706**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1123**	**193.1123**	**0.0101**		**193.3250**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.1298	0.0000	8.1298	4.4688	0.0000	4.4688			0.0000			0.0000
Off-Road	4.8382	51.7535	39.3970	0.0391		2.7542	2.7542		2.5339	2.5339	0.0000	4,003.0859	4,003.0859	1.2265		4,028.8432
Total	**4.8382**	**51.7535**	**39.3970**	**0.0391**	**8.1298**	**2.7542**	**10.8840**	**4.4688**	**2.5339**	**7.0027**	**0.0000**	**4,003.0859**	**4,003.0859**	**1.2265**		**4,028.8432**

3.3 Site Preparation - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0687	0.0929	0.9706	2.3900e-003	0.2012	1.6200e-003	0.2028	0.0534	1.4900e-003	0.0549		193.1123	193.1123	0.0101		193.3250
Total	**0.0687**	**0.0929**	**0.9706**	**2.3900e-003**	**0.2012**	**1.6200e-003**	**0.2028**	**0.0534**	**1.4900e-003**	**0.0549**		**193.1123**	**193.1123**	**0.0101**		**193.3250**

3.4 Grading - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518		6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**8.6733**	**3.3172**	**11.9905**	**3.5965**	**3.0518**	**6.6483**		**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0764	0.1033	1.0784	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5692	214.5692	0.0113		214.8056
Total	**0.0764**	**0.1033**	**1.0784**	**2.6500e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.5692**	**214.5692**	**0.0113**		**214.8056**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9030	0.0000	3.9030	1.6184	0.0000	1.6184			0.0000			0.0000
Off-Road	6.0991	69.5920	46.8050	0.0617		3.3172	3.3172		3.0518	3.0518	0.0000	6,313.3690	6,313.3690	1.9344		6,353.9915
Total	**6.0991**	**69.5920**	**46.8050**	**0.0617**	**3.9030**	**3.3172**	**7.2202**	**1.6184**	**3.0518**	**4.6702**	**0.0000**	**6,313.3690**	**6,313.3690**	**1.9344**		**6,353.9915**

3.4 Grading - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0764	0.1033	1.0784	2.6500e-003	0.2236	1.8000e-003	0.2254	0.0593	1.6600e-003	0.0610		214.5692	214.5692	0.0113		214.8056
Total	**0.0764**	**0.1033**	**1.0784**	**2.6500e-003**	**0.2236**	**1.8000e-003**	**0.2254**	**0.0593**	**1.6600e-003**	**0.0610**		**214.5692**	**214.5692**	**0.0113**		**214.8056**

3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1792	11.4248	16.0257	0.0304	0.8815	0.1792	1.0607	0.2511	0.1648	0.4159		3,001.3806	3,001.3806	0.0220		3,001.8428
Worker	1.6072	2.1738	22.7011	0.0559	4.7058	0.0379	4.7436	1.2480	0.0349	1.2829		4,516.6811	4,516.6811	0.2369		4,521.6569
Total	**2.7864**	**13.5986**	**38.7268**	**0.0863**	**5.5873**	**0.2170**	**5.8043**	**1.4991**	**0.1997**	**1.6988**		**7,518.0617**	**7,518.0617**	**0.2590**		**7,523.4997**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.5 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1792	11.4248	16.0257	0.0304	0.8815	0.1792	1.0607	0.2511	0.1648	0.4159		3,001.3806	3,001.3806	0.0220		3,001.8428
Worker	1.6072	2.1738	22.7011	0.0559	4.7058	0.0379	4.7436	1.2480	0.0349	1.2829		4,516.6811	4,516.6811	0.2369		4,521.6569
Total	**2.7864**	**13.5986**	**38.7268**	**0.0863**	**5.5873**	**0.2170**	**5.8043**	**1.4991**	**0.1997**	**1.6988**		**7,518.0617**	**7,518.0617**	**0.2590**		**7,523.4997**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048		2,609.9390	2,609.9390	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**		**2,609.9390**	**2,609.9390**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1024	10.4861	15.3782	0.0304	0.8815	0.1688	1.0503	0.2511	0.1553	0.4064		2,950.9971	2,950.9971	0.0219		2,951.4570
Worker	1.4455	1.9715	20.5448	0.0558	4.7058	0.0369	4.7426	1.2480	0.0341	1.2821		4,348.0254	4,348.0254	0.2199		4,352.6437
Total	**2.5479**	**12.4576**	**35.9230**	**0.0862**	**5.5873**	**0.2057**	**5.7929**	**1.4991**	**0.1894**	**1.6885**		**7,299.0225**	**7,299.0225**	**0.2418**		**7,304.1006**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.6687	23.2608	17.5327	0.0268		1.4943	1.4943		1.4048	1.4048	0.0000	2,609.9389	2,609.9389	0.6387		2,623.3517
Total	**2.6687**	**23.2608**	**17.5327**	**0.0268**		**1.4943**	**1.4943**		**1.4048**	**1.4048**	**0.0000**	**2,609.9389**	**2,609.9389**	**0.6387**		**2,623.3517**

3.5 Building Construction - 2018

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.1024	10.4861	15.3782	0.0304	0.8815	0.1688	1.0503	0.2511	0.1553	0.4064		2,950.9971	2,950.9971	0.0219		2,951.4570
Worker	1.4455	1.9715	20.5448	0.0558	4.7058	0.0369	4.7426	1.2480	0.0341	1.2821		4,348.0254	4,348.0254	0.2199		4,352.6437
Total	**2.5479**	**12.4576**	**35.9230**	**0.0862**	**5.5873**	**0.2057**	**5.7929**	**1.4991**	**0.1894**	**1.6885**		**7,299.0225**	**7,299.0225**	**0.2418**		**7,304.1006**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083		2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**2.3516**	**20.9650**	**17.1204**	**0.0268**		**1.2850**	**1.2850**		**1.2083**	**1.2083**		**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0421	9.6684	14.8730	0.0303	0.8816	0.1601	1.0417	0.2511	0.1473	0.3984		2,893.3811	2,893.3811	0.0215		2,893.8326
Worker	1.3292	1.8078	18.8290	0.0557	4.7058	0.0362	4.7420	1.2480	0.0336	1.2816		4,182.4955	4,182.4955	0.2059		4,186.8185
Total	**2.3712**	**11.4762**	**33.7020**	**0.0860**	**5.5874**	**0.1963**	**5.7837**	**1.4991**	**0.1809**	**1.6799**		**7,075.8766**	**7,075.8766**	**0.2274**		**7,080.6512**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3516	20.9650	17.1204	0.0268		1.2850	1.2850		1.2083	1.2083	0.0000	2,580.7618	2,580.7618	0.6279		2,593.9479
Total	**2.3516**	**20.9650**	**17.1204**	**0.0268**		**1.2850**	**1.2850**		**1.2083**	**1.2083**	**0.0000**	**2,580.7618**	**2,580.7618**	**0.6279**		**2,593.9479**

3.5 Building Construction - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	1.0421	9.6684	14.8730	0.0303	0.8816	0.1601	1.0417	0.2511	0.1473	0.3984		2,893.3811	2,893.3811	0.0215		2,893.8326
Worker	1.3292	1.8078	18.8290	0.0557	4.7058	0.0362	4.7420	1.2480	0.0336	1.2816		4,182.4955	4,182.4955	0.2059		4,186.8185
Total	**2.3712**	**11.4762**	**33.7020**	**0.0860**	**5.5874**	**0.1963**	**5.7837**	**1.4991**	**0.1809**	**1.6799**		**7,075.8766**	**7,075.8766**	**0.2274**		**7,080.6512**

3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4259	14.9353	14.3652	0.0223		0.8094	0.8094		0.7447	0.7447		2,208.9731	2,208.9731	0.6989		2,223.6499
Paving	0.1864					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6122**	**14.9353**	**14.3652**	**0.0223**		**0.8094**	**0.8094**		**0.7447**	**0.7447**		**2,208.9731**	**2,208.9731**	**0.6989**		**2,223.6499**

3.6 Paving - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0474	0.0644	0.6709	1.9800e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		149.0200	149.0200	7.3300e-003		149.1741
Total	**0.0474**	**0.0644**	**0.6709**	**1.9800e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**149.0200**	**149.0200**	**7.3300e-003**		**149.1741**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4259	14.9353	14.3652	0.0223		0.8094	0.8094		0.7447	0.7447	0.0000	2,208.9731	2,208.9731	0.6989		2,223.6499
Paving	0.1864					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6122**	**14.9353**	**14.3652**	**0.0223**		**0.8094**	**0.8094**		**0.7447**	**0.7447**	**0.0000**	**2,208.9731**	**2,208.9731**	**0.6989**		**2,223.6499**

3.6 Paving - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0474	0.0644	0.6709	1.9800e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		149.0200	149.0200	7.3300e-003		149.1741
Total	**0.0474**	**0.0644**	**0.6709**	**1.9800e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**149.0200**	**149.0200**	**7.3300e-003**		**149.1741**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		281.9473
Total	**60.5574**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2652	0.3607	3.7569	0.0111	0.9389	7.2200e-003	0.9461	0.2490	6.6900e-003	0.2557		834.5122	834.5122	0.0411		835.3747
Total	**0.2652**	**0.3607**	**3.7569**	**0.0111**	**0.9389**	**7.2200e-003**	**0.9461**	**0.2490**	**6.6900e-003**	**0.2557**		**834.5122**	**834.5122**	**0.0411**		**835.3747**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	60.2910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		281.9473
Total	**60.5574**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**281.9473**

3.7 Architectural Coating - 2019

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2652	0.3607	3.7569	0.0111	0.9389	7.2200e-003	0.9461	0.2490	6.6900e-003	0.2557		834.5122	834.5122	0.0411		835.3747
Total	**0.2652**	**0.3607**	**3.7569**	**0.0111**	**0.9389**	**7.2200e-003**	**0.9461**	**0.2490**	**6.6900e-003**	**0.2557**		**834.5122**	**834.5122**	**0.0411**		**835.3747**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.0892	24.9001	104.3119	0.3237	22.6118	0.4337	23.0455	6.0422	0.4001	6.4423		24,776.2862	24,776.2862	0.8730		24,794.6195
Unmitigated	10.0892	24.9001	104.3119	0.3237	22.6118	0.4337	23.0455	6.0422	0.4001	6.4423		24,776.2862	24,776.2862	0.8730		24,794.6195

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	1,016.60	1,016.60	1016.60	3,473,877	3,473,877
Enclosed Parking Structure	0.00	0.00	0.00		
General Office Building	49.70	11.85	4.90	122,070	122,070
General Office Building	665.98	158.79	65.66	1,635,743	1,635,743
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Regional Shopping Center	1,067.72	1,067.72	1067.72	2,309,320	2,309,320
Single Family Housing	9.52	9.52	9.52	32,531	32,531
University/College (4Yr)	844.77	844.77	0.00	2,175,081	2,175,081
Total	3,654.29	3,109.25	2,164.40	9,748,622	9,748,622

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
University/College (4Yr)	16.60	8.40	6.90	6.40	88.60	5.00	91	9	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.507717	0.059700	0.181648	0.140055	0.042936	0.006749	0.016265	0.033349	0.001955	0.002502	0.004345	0.000573	0.002206

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1923	1.7168	1.2381	0.0105		0.1329	0.1329		0.1329	0.1329		2,097.8069	2,097.8069	0.0402	0.0385	2,110.5738
NaturalGas Unmitigated	0.2502	2.2352	1.6213	0.0137		0.1729	0.1729		0.1729	0.1729		2,729.6371	2,729.6371	0.0523	0.0500	2,746.2492

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	149.726	1.6100e-003	0.0147	0.0123	9.0000e-005		1.1200e-003	1.1200e-003		1.1200e-003	1.1200e-003		17.6148	17.6148	3.4000e-004	3.2000e-004	17.7220
General Office Building	2006.33	0.0216	0.1967	0.1652	1.1800e-003		0.0150	0.0150		0.0150	0.0150		236.0387	236.0387	4.5200e-003	4.3300e-003	237.4752
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	415.452	4.4800e-003	0.0407	0.0342	2.4000e-004		3.1000e-003	3.1000e-003		3.1000e-003	3.1000e-003		48.8767	48.8767	9.4000e-004	9.0000e-004	49.1742
Single Family Housing	81.6464	8.8000e-004	7.5200e-003	3.2000e-003	5.0000e-005		6.1000e-004	6.1000e-004		6.1000e-004	6.1000e-004		9.6055	9.6055	1.8000e-004	1.8000e-004	9.6639
University/College (4Yr)	13920.5	0.1501	1.3648	1.1464	8.1900e-003		0.1037	0.1037		0.1037	0.1037		1,637.7003	1,637.7003	0.0314	0.0300	1,647.6671
Apartments Low Rise	6628.31	0.0715	0.6108	0.2599	3.9000e-003		0.0494	0.0494		0.0494	0.0494		779.8011	779.8011	0.0150	0.0143	784.5468
Total		**0.2502**	**2.2352**	**1.6213**	**0.0137**		**0.1729**	**0.1729**		**0.1729**	**0.1729**		**2,729.6371**	**2,729.6371**	**0.0523**	**0.0501**	**2,746.2492**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.11363	1.2300e-003	0.0111	9.3600e-003	7.0000e-005		8.5000e-004	8.5000e-004		8.5000e-004	8.5000e-004		13.3683	13.3683	2.6000e-004	2.5000e-004	13.4496
General Office Building	1.52264	0.0164	0.1493	0.1254	9.0000e-004		0.0114	0.0114		0.0114	0.0114		179.1346	179.1346	3.4300e-003	3.2800e-003	180.2248
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.341526	3.6800e-003	0.0335	0.0281	2.0000e-004		2.5400e-003	2.5400e-003		2.5400e-003	2.5400e-003		40.1795	40.1795	7.7000e-004	7.4000e-004	40.4241
Single Family Housing	0.0652464	7.0000e-004	6.0100e-003	2.5600e-003	4.0000e-005		4.9000e-004	4.9000e-004		4.9000e-004	4.9000e-004		7.6761	7.6761	1.5000e-004	1.4000e-004	7.7228
University/College (4Yr)	10.5125	0.1134	1.0306	0.8657	6.1800e-003		0.0783	0.0783		0.0783	0.0783		1,236.7600	1,236.7600	0.0237	0.0227	1,244.2867
Apartments Low Rise	5.27585	0.0569	0.4862	0.2069	3.1000e-003		0.0393	0.0393		0.0393	0.0393		620.6885	620.6885	0.0119	0.0114	624.4659
Total		**0.1923**	**1.7168**	**1.2381**	**0.0105**		**0.1329**	**0.1329**		**0.1329**	**0.1329**		**2,097.8069**	**2,097.8069**	**0.0402**	**0.0385**	**2,110.5738**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	21.8748	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878
Unmitigated	23.2565	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787	0.0000	25.8461	25.8461	0.0258	0.0000	26.3878

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.5202					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4478	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787		25.8461	25.8461	0.0258		26.3878
Total	**23.2565**	**0.1651**	**14.3462**	**7.6000e-004**		**0.0787**	**0.0787**		**0.0787**	**0.0787**	**0.0000**	**25.8461**	**25.8461**	**0.0258**	**0.0000**	**26.3878**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	3.1384					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	18.2886					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.4478	0.1651	14.3462	7.6000e-004		0.0787	0.0787		0.0787	0.0787		25.8461	25.8461	0.0258		26.3878
Total	**21.8748**	**0.1651**	**14.3462**	**7.6000e-004**		**0.0787**	**0.0787**		**0.0787**	**0.0787**	**0.0000**	**25.8461**	**25.8461**	**0.0258**	**0.0000**	**26.3878**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Greenhouse Gas Emission Worksheet

N20 Mobile Emissions VG Prop Invstmnts New Med Ofc Bldg

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 9,558,891

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	51.0%	0.04	0.0204	0.04	0.0204
Light Truck < 3750 lbs	6.0%	0.05	0.003	0.06	0.0036
Light Truck 3751-5750 lbs	18.0%	0.05	0.009	0.06	0.0108
Med Truck 5751-8500 lbs	14.0%	0.12	0.0168	0.2	0.028
Lite-Heavy Truck 8501-10,000 lbs	4.0%	0.12	0.0048	0.2	0.008
Lite-Heavy Truck 10,001-14,000 lbs	1.0%	0.09	0.0009	0.125	0.00125
Med-Heavy Truck 14,001-33,000 lbs	2.0%	0.06	0.0012	0.05	0.001
Heavy-Heavy Truck 33,001-60,000 lbs	3.0%	0.06	0.0018	0.05	0.0015
Other Bus	0.2%	0.06	0.00012	0.05	0.0001
Urban Bus	0.2%	0.06	0.00012	0.05	0.0001
Motorcycle	0.4%	0.09	0.00036	0.01	0.00004
School Bus	0.0%	0.06	0	0.05	0
Motor Home	0.2%	0.09	0.00018	0.125	0.00025
Total	**100.0%**		**0.05868**		**0.07504**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
N20 Emissions:	0.7173	metric tons N2O	**222.36**	metric tons CO2e
		Project Total:	***222.36***	***metric tons CO2e***

References

* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** From URBEMIS 2007 results for mobile sources

Greenhouse Gas Emission Worksheet

N20 Mobile Emissions VG Prop Invstmnts New Med Ofc Bldg

From URBEMIS 2007 Vehicle Fleet Mix Output:

Annual VMT: 9,748,622

Vehicle Type	Percent Type	CH4 Emission Factor (g/mile)*	CH4 Emission (g/mile)**	N2O Emission Factor (g/mile)*	N2O Emission (g/mile)**
Light Auto	50.7%	0.04	0.02028	0.04	0.02028
Light Truck < 3750 lbs	6.0%	0.05	0.003	0.06	0.0036
Light Truck 3751-5750 lbs	18.0%	0.05	0.009	0.06	0.0108
Med Truck 5751-8500 lbs	14.0%	0.12	0.0168	0.2	0.028
Lite-Heavy Truck 8501-10,000 lbs	4.3%	0.12	0.00516	0.2	0.0086
Lite-Heavy Truck 10,001-14,000 lbs	1.0%	0.09	0.0009	0.125	0.00125
Med-Heavy Truck 14,001-33,000 lbs	2.0%	0.06	0.0012	0.05	0.001
Heavy-Heavy Truck 33,001-60,000 lbs	3.0%	0.06	0.0018	0.05	0.0015
Other Bus	0.2%	0.06	0.00012	0.05	0.0001
Urban Bus	0.2%	0.06	0.00012	0.05	0.0001
Motorcycle	0.4%	0.09	0.00036	0.01	0.00004
School Bus	0.0%	0.06	0	0.05	0
Motor Home	0.2%	0.09	0.00018	0.125	0.00025
Total	**100.0%**		**0.05892**		**0.07552**

Total Emissions (metric tons) =
Emission Factor by Vehicle Mix (g/mi) x Annual VMT(mi) x 0.000001 metric tons/g

Conversion to Carbon Dioxide Equivalency (CO2e) Units based on Global Warming Potential (GWP)

CH4	21	GWP
N2O	310	GWP
1 ton (short, US) =	0.90718474	metric ton

Annual Mobile Emissions:

	Total Emissions		Total CO2e units	
N20 Emissions:	0.7362	metric tons N2O	**228.23**	metric tons CO2e
		Project Total:	***228.23***	***metric tons CO2e***

References

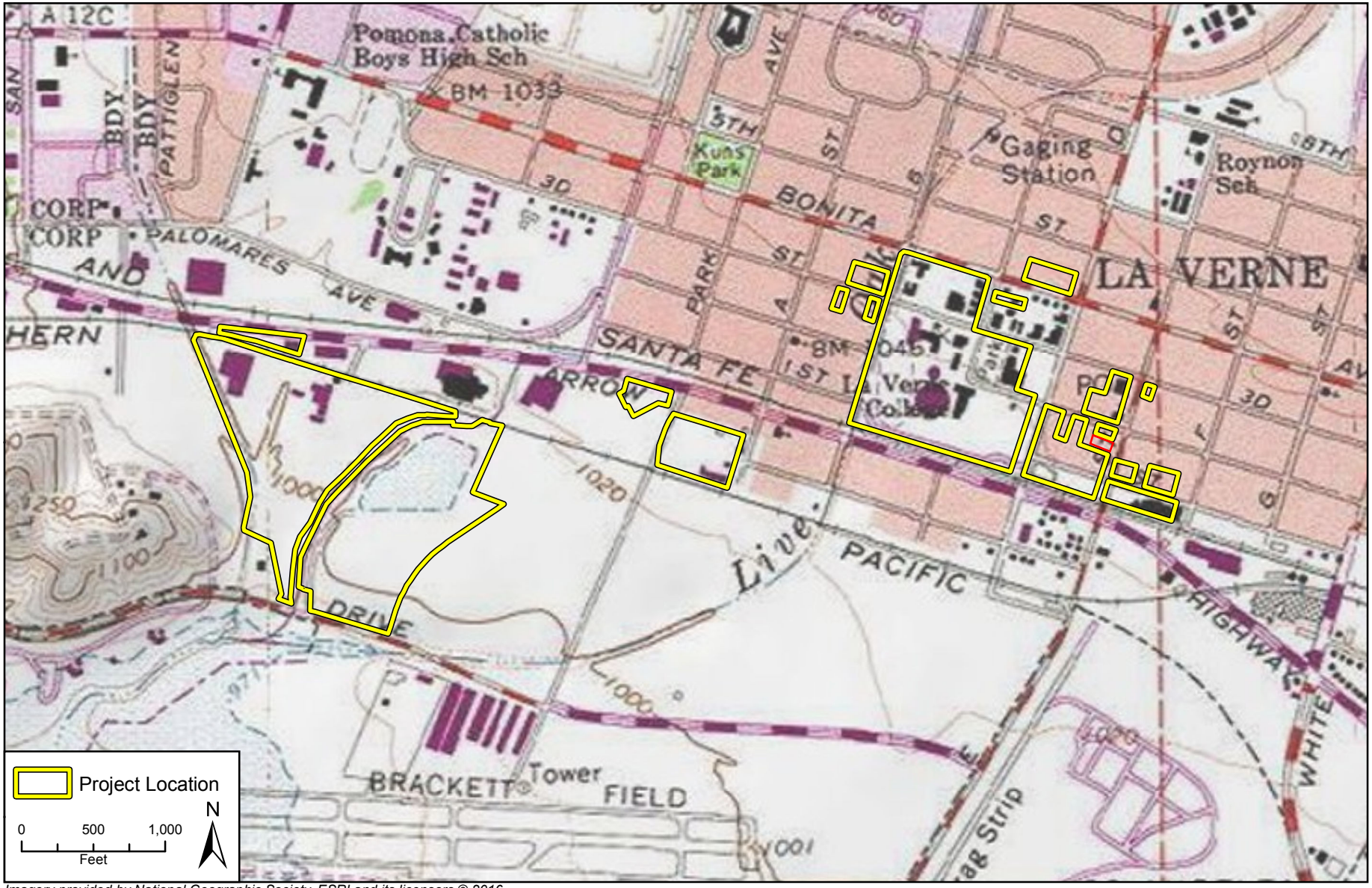
* from Table C.4: Methane and Nitrous Oxide Emission Factors for Mobile Sources by Vehicle and Fuel Type (g/mile).
in California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.
Assume Model year 2000-present, gasoline fueled.

** Source: California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009.

*** From URBEMIS 2007 results for mobile sources

Appendix C

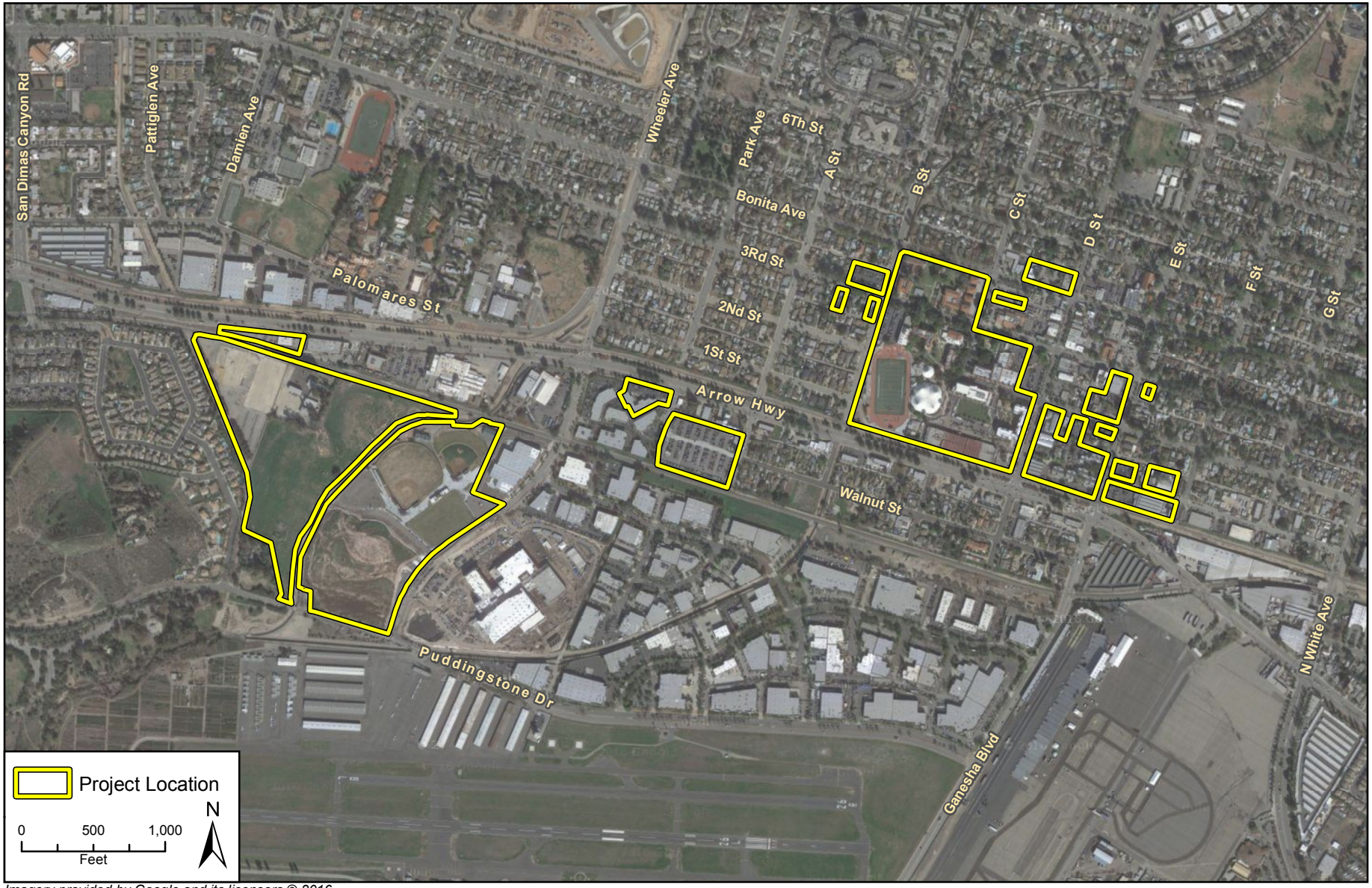
Cultural and Paleontological Resources



Imagery provided by National Geographic Society, ESRI and its licensors © 2016.

Project Location

Figure 1



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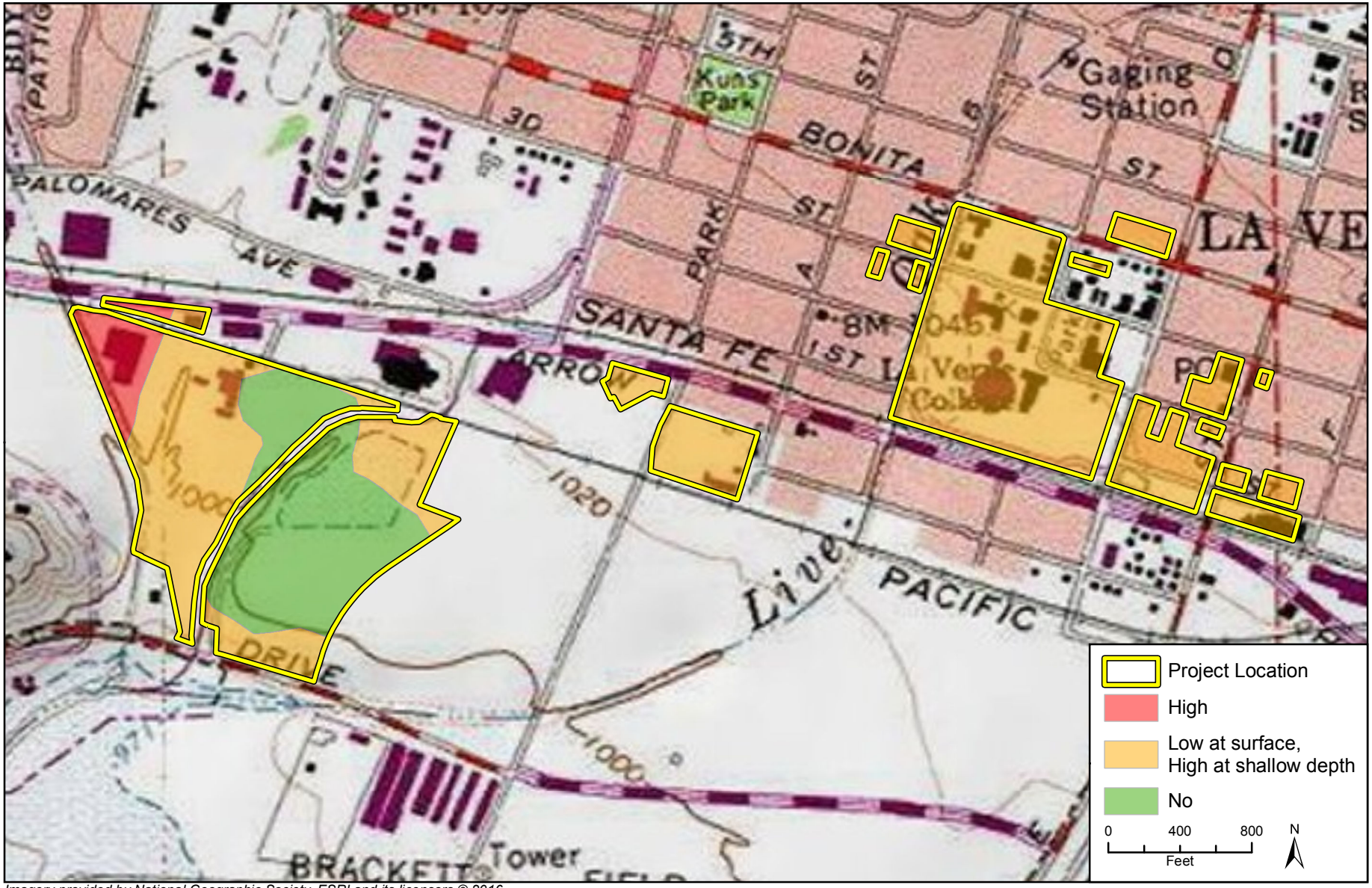
Project Location

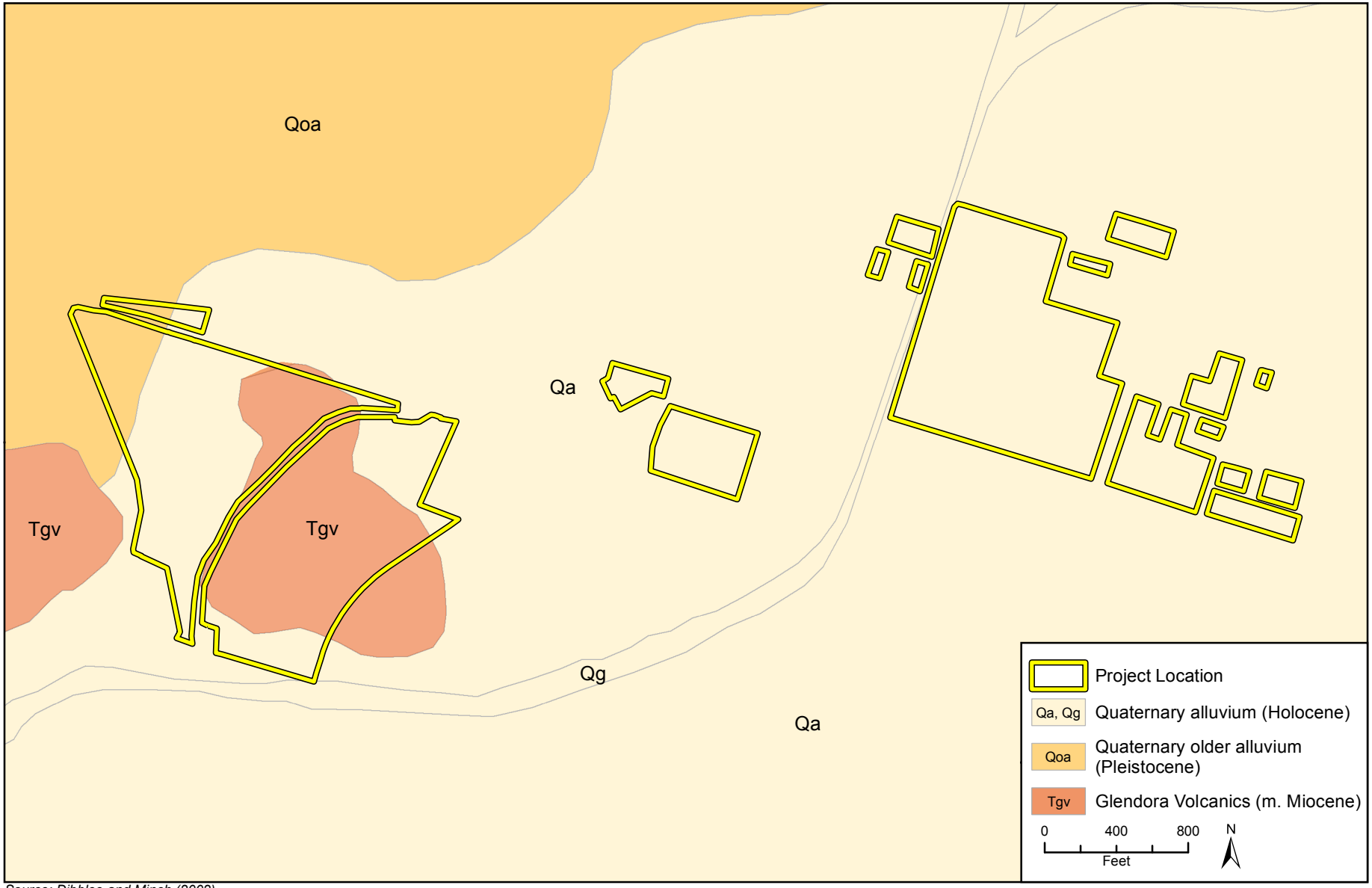
Figure 2



Imagery provided by National Geographic Society, ESRI and its licensors © 2016.
Additional data provided by Dibblee and Minch (2002).

Paleontological Sensitivity Map

Figure 3



Source: Dibblee and Minch (2002).

Geologic Map

Figure 4

Report List

La Verne Master Plan

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00328	Paleo -	1988	McKenna, Jeanette A.	An Archaeological, Historical, and Paleontological Survey of the Koll Company Business Center, La Verne, Los Angeles County, California	Hatheway & McKenna	
LA-00389		1988	Bissell, Ronald M.	Cultural Resources Reconnaissance of Five Areas in the Frank G. Bonellli Regional County Park Los Angeles County, California	RMW Paleo Associates, Inc.	
LA-00649		1979	Morrison, Lowell R.	Surface Survey of Tentative Tracts #34344 and #34617, City of La Verne and Excavation of a Portion of Tentative Tract #34344	Archaeological Survey Association	
LA-00654		1979	Moore, Bruce M.	Report on the Investigation of a Sewer Line Trench Through the Mud Springs Site (LAN-75), San Dimas, California		19-000075
LA-00894		1980	Wendorf, Michael	Cultural Resources Investigation: City of La Verne Study Areas		19-000166, 19-000173, 19-000397, 19-000518, 19-000524, 19-000826
LA-01707		1988	Sanburg, Dana E. Bleitz and L. Mark Raab	Report of Archaeological Monitoring of the Park La Verne Project, La Verne, California	Northridge Center for Public Archaeology, CSUN	
LA-01802	Paleo -	1989	McKenna, Jeanette A.	Results of the Paleontological Monitoring Program and Test Excavation for the Koll Company Business Center, La Verne, Los Angeles County, California.	Hatheway and McKenna	
LA-01991		1975	Eggers, A.V.	Brackett Airport Preliminary Archaeological Impact Survey		
LA-02218		1990	Macko, Michael E. and David D. Earle	Final Report: the History and Prehistory of Mud Springs Results of an Archaeological Test Program at CA-LAN-75 City of La Verne, Los Angeles County, California	Macko Archaeological Consulting/Earle and Associates	19-000075
LA-02665		1985	Cottrell, Marie G., James N. Hill, Stephen Van Wormer, and John Cooper	Cultural Resource Overview and Survey for the Los Angeles County Drainage Area Review Study	ARMC	19-000026, 19-000075, 19-000163, 19-000164, 19-000166, 19-000167, 19-000173, 19-000182, 19-000208, 19-000221, 19-000230, 19-000240, 19-000241, 19-000300, 19-000339, 19-000347, 19-000348, 19-000397, 19-000522, 19-000524, 19-000657, 19-000693, 19-000694, 19-000695, 19-000697, 19-000858, 19-001009, 19-001014, 19-001044, 19-001045, 19-001046, 19-001109

Report List

La Verne Master Plan

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-03508		1985	Van Wormer, Stephen R.	Historical Resource Overview and Survey for the Los Angeles County Drainage Area Review Study	Archaeological Resource Management Corp.	
LA-03783		1993	White, Robert S. and Laura S. White	Archaeological Element of the Metropolitan Water District of Southern California Headquarters Facility Site Study Analysis	Archaeological Associates, Ltd.	
LA-03800		1996	Burton, Jeffery F.	Three Farewells to Manzanar	National Parks Service	19-176918, 19-186564
LA-04164		1996	Duffield-Stoll, Anne	The Lordsburg Archaeological Excavation Summary of Progress Through May, 1996		19-002562
LA-04953		2000	Ferraro, David D.	Testing and Evaluation of the La Verne Chert Quarry, Site CA-LAN-2787	RMW Paleo Associates, Inc.	19-002787
LA-04955		2000	White, Robert S. and Laura S. White	A Cultural Assessment of a 7+ Acre Located at the Southeast Corner of Wheeler Ave. and Arrow Highway, City of La Verne, Los Angeles County	Archaeological Associates, Ltd.	
LA-05723		2000	Ferraro, David D.	Archaeological Monitoring of the Grading for the La Verne Self Storage Project at the Mud Springs Site, Site CA-LAN-75	RMW Paleo Associates, Inc.	19-000075
LA-05728		2000	Ferraro, David D.	Controlled Destruction of the La Verne Chert Quarry, Site CA-LAN-2787	RMW Paleo Associates, Inc.	19-002787
LA-05922		1999	McIntyre, Michael J.	Monitoring of Blading and Trenching San Dimas Technology and Development Center	Angeles National Forest	
LA-06267		2000	Simon, Joseph M.	Results of the Limited Subsurface Archaeological Assessment Program at CA-LAN-075, San Dimas Technology and Development Center in San Cimas, California	W & S Consultants	
LA-09000		2007	Wuellner, Margarita J.	Historic American Buildings Survey Documentation Written Historical and Descriptive Data and Photos for University of La Verne, La Verne, California Volumes I and Ii	PCR Services Corporation	19-187724
LA-09334		2008	Tang, Bai "Tom" and Michael Hogan	Historical/Archaeological Resources Survey Report University of La Verne Athletic Complex City Of La Verne Los Angeles County, California	CRM TECH	
LA-10031		2006	Irish, Leslie Nay	A Historic Resources Evaluation Report on Ten Structures Located Within the University of La Verne Campus, City of La Verne, Los Angeles County, California.	L & L Environmental, Inc.	19-187724, 19-187725, 19-187726, 19-187727, 19-187728, 19-187729, 19-187730

Report List

La Verne Master Plan

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-10035		2006	McCormick, Steven and Sherri Gust	Cultural Resources Monitoring Report for Willam Fox Homes Project, City of La Verne, California.	Cogstone Resource Management, Inc.	
LA-10039		2004	Glenn, Brian K.	Cultural Resource Technical Report: Extended Phase I and Archaeological Monitoring of the 1950 Waker Street Project Area, City of La Verne, Los Angeles County, California.	URS Corporation	
LA-10130		2004	Thai, Sean	Puddingstone/CA-7742a 1615 Mckinley Avenue, La Verne, Ca, Los Angeles County.	Earth Touch Inc.	19-000075
LA-10641		2010	Tang, Bai "Tom"	Preliminary Historical/Archaeological Resources Study, San Bernadino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernadino	CRM Tech	

Report List

La Verne Master Plan

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-10896		2004	Greenwood, David	Historic Properties Survey and Effects Report for the Gold Line Phase II Project (Pasadena to Montclair) Los Angeles and San Bernardino Counties, CA	Myra L. Franck/Jones & Stokes, Applied EarthWorks	19-000075, 19-179337, 19-179357, 19-180728, 19-183943, 19-185548, 19-185894, 19-186059, 19-187944, 19-189103, 19-189104, 19-189105, 19-189106, 19-189107, 19-189108, 19-189109, 19-189110, 19-189111, 19-189112, 19-189113, 19-189114, 19-189115, 19-189116, 19-189117, 19-189118, 19-189119, 19-189120, 19-189121, 19-189122, 19-189123, 19-189124, 19-189125, 19-189126, 19-189127, 19-189128, 19-189129, 19-189130, 19-189131, 19-189132, 19-189133, 19-189134, 19-189135, 19-189136, 19-189137, 19-189138, 19-189139, 19-189140, 19-189141, 19-189142, 19-189143, 19-189144, 19-189145, 19-189146, 19-189147, 19-189148, 19-189149, 19-189150, 19-189151, 19-189152, 19-189153, 19-189154, 19-189155, 19-189156, 19-189157, 19-189158, 19-189159, 19-189160, 19-189161, 19-189162, 19-189163, 19-189164, 19-189165, 19-189166, 19-189167, 19-189168, 19-189169, 19-189170, 19-189171, 19-189172, 19-189173, 19-189174, 19-189175, 19-189176, 19-189177, 19-189178, 19-189179, 19-189180, 19-189181, 19-189182, 19-189183, 19-189184, 19-189185, 19-189186, 19-189187, 19-189188, 19-189189, 19-189190, 19-189191, 19-189192, 19-189193, 19-189194, 19-189195, 19-189196, 19-189197, 19-189198, 19-189199, 19-189200, 19-189201, 19-189202, 19-189203, 19-189204, 19-189205, 19-189206, 19-189207, 19-189208, 19-189209, 19-189210, 19-189211
LA-12298	Cellular -	2012	Bonner, Wayne, Crawford, Kathleen, and Williams, Sarah	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate IE04584A (LA584 Ice House) 2290 1st Street, La Verne, Los Angeles County, California	MBA	19-187320, 19-187725, 19-187726, 19-187727, 19-187728, 19-187729, 19-187730, 19-189210

Report List

La Verne Master Plan

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-12525		2003	Poka, Ervin	NHPA Section 106 Review; Metro Gold Line Phase II Extension Project	Federal Highway Adminstration, Federal Transit Administration	
LA-12616		1999	Ferraro, David	Cultural Resources Reconnaissance for 22 Single Family Homes, Van Dusen Road, City of La Verne, Los Angeles County, California	RMW Paleo Associates, Inc.	19-002787

Resource List

La Verne Master Plan

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-000078	CA-LAN-000078		Site	Prehistoric	AP02 (Lithic scatter); AP06 (Pictographs); AP14 (Rock shelter/cave)	1966 (KING); 1976 (FURNIS)	LA-00329, LA-03530, LA-03543, LA-03583, LA-07837, LA-09481, LA-10637, VN-01431, VN-02383, VN-02888
P-19-000338	CA-LAN-000338	Resource Name - Duplicate of LAN-75		Prehistoric	AP02 (Lithic scatter)	1965 (BURNHORN)	
P-19-002562	CA-LAN-002562H	Resource Name - Lordsburg 1	Structure, Site	Historic	AH04 (Privies/dumps/trash scatters); AH15 (Standing structures); HP36 (Ethnic minority property)	1997 (Anne Duffield-Stoll and Kenneth Becker, University of La Verne)	LA-04164
P-19-002787	CA-LAN-002787	Resource Name - CA-1	Site	Prehistoric	AP02 (Lithic scatter); AP12 (Quarry); AP15 (Habitation debris)	1999 (David D. Ferraro, RMW Paleo Associates, Inc)	LA-04953, LA-05728, LA-12616
P-19-186564		OHP Property Number - 091575, 091576; Resource Name - Temporary Detention Camps for Japanese Americans; Other - Pomona Assembly Center, Pomona; Other - Santa Anita Park Assembly Center, Santa Anita; CHL - 934	Building, District	Historic	HP39 (Other)	1980 (Raymond Y. Okamura)	LA-03800, LA-07876, LA-09052, LA-12254
P-19-186566		OHP Property Number - 034731; Resource Name - La Casa de Carrion	Building	Historic	HP02 (Single family property)	1979 (J. Arbuckle)	
P-19-187320		OHP Property Number - 084907; Resource Name - J D Palomares house	Building	Historic	HP02 (Single family property)	1993 (T. Laraway)	LA-12298
P-19-187724		Resource Name - Univ of La Verne, Old Gym; Other - Gymnasium	Building	Historic	HP15 (Educational building)	2006 (A. Hoover, L&L Environmental)	LA-08999, LA-09000, LA-10031
P-19-187726		Resource Name - Univ of La Verne, Davenport Dining Hall	Building	Historic	HP15 (Educational building)	2006 (A. Hoover, L&L Environmental)	LA-08999, LA-10031, LA-12298
P-19-187727		Resource Name - Univ of La Verne, Dant Chapel	Building	Historic	HP15 (Educational building)	2006 (A. Hoover, L&L Environmental)	LA-08999, LA-10031, LA-12298

Resource List

La Verne Master Plan

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-187728		Resource Name - Univ of La Verne, Brandt Hall	Building	Historic	HP15 (Educational building)	2006 (A. Hoover, L&L Environmental)	LA-08999, LA-10031, LA-12298
P-19-187729		Resource Name - Univ of La Verne, Founders Hall	Building	Historic	HP15 (Educational building)	2006 (A. Hoover, L&L Environmental)	LA-08999, LA-10031, LA-12298
P-19-187730		Resource Name - Univ of La Verne, Fruit Exchange; Other - La Verne Orange Growers Assn Office; Other - Lemon Growers Assn; Other - Organizational Leadership Bldg	Building, Element of district	Historic	HP08 (Industrial building); HP15 (Educational building)	2004 (Carrie Chasteen, Myra Frank / Jones & Stokes); 2006 (A. Hoover, L&L Environmental)	LA-08999, LA-10031, LA-12298
P-19-189142		Resource Name - Fannie A Salisbury House	Building	Historic	HP02 (Single family property)	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	LA-10896
P-19-189143			Building	Historic	HP08 (Industrial building)	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	LA-10896
P-19-189151		Resource Name - Maust House	Building	Historic	HP06 (1-3 story commercial building)	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	LA-10896
P-19-189152		Resource Name - Bessie Brooks House	Building	Historic	HP02 (Single family property)	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	LA-10896
P-19-189153		Resource Name - Alice S Staley House	Building	Historic	HP02 (Single family property)	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jones & Stokes)	LA-10896
P-19-189154		Resource Name - V & P Auto Body & Glass	Building	Historic	HP06 (1-3 story commercial building)	2003 (Carrie Chasteen, Myra Frank & Assoc. / Jone & Stokes)	LA-10896
P-19-189206		Resource Name - So Cal Fruit Exchange; Other - La Verne Citrus Packing District	District	Historic	HP08 (Industrial building); HP15 (Educational building)	2004 (Carrie Chasteen, Myra Frank / Jones & Stokes)	LA-10896
P-19-189207		Resource Name - Orange House Refrigerated Fruit Storage Bldg #2	Building, Element of district	Historic	HP08 (Industrial building)	2003 (Carrie Chasteen, Myra Frank / Jones & Stokes)	LA-10896
P-19-189208		Resource Name - La Verne Orange Assn Bldg	Building, Element of district	Historic	HP08 (Industrial building)	2004 (Carrie Chasteen, Myra Frank / Jones & Stokes)	LA-10896
P-19-189210		Resource Name - Univ of La Verne, Central Service Office	Building, Element of district	Historic	HP08 (Industrial building)	2003 (Carrie Chasteen, Myra Frank / Jones & Stokes)	LA-10896, LA-12298
P-19-189211		Resource Name - La Verne Lemon Assn Bldg	Building, Element of district	Historic	HP08 (Industrial building); HP15 (Educational building)	2003 (Carrie Chasteen, Myra Frank / Jones & Stokes)	LA-10896

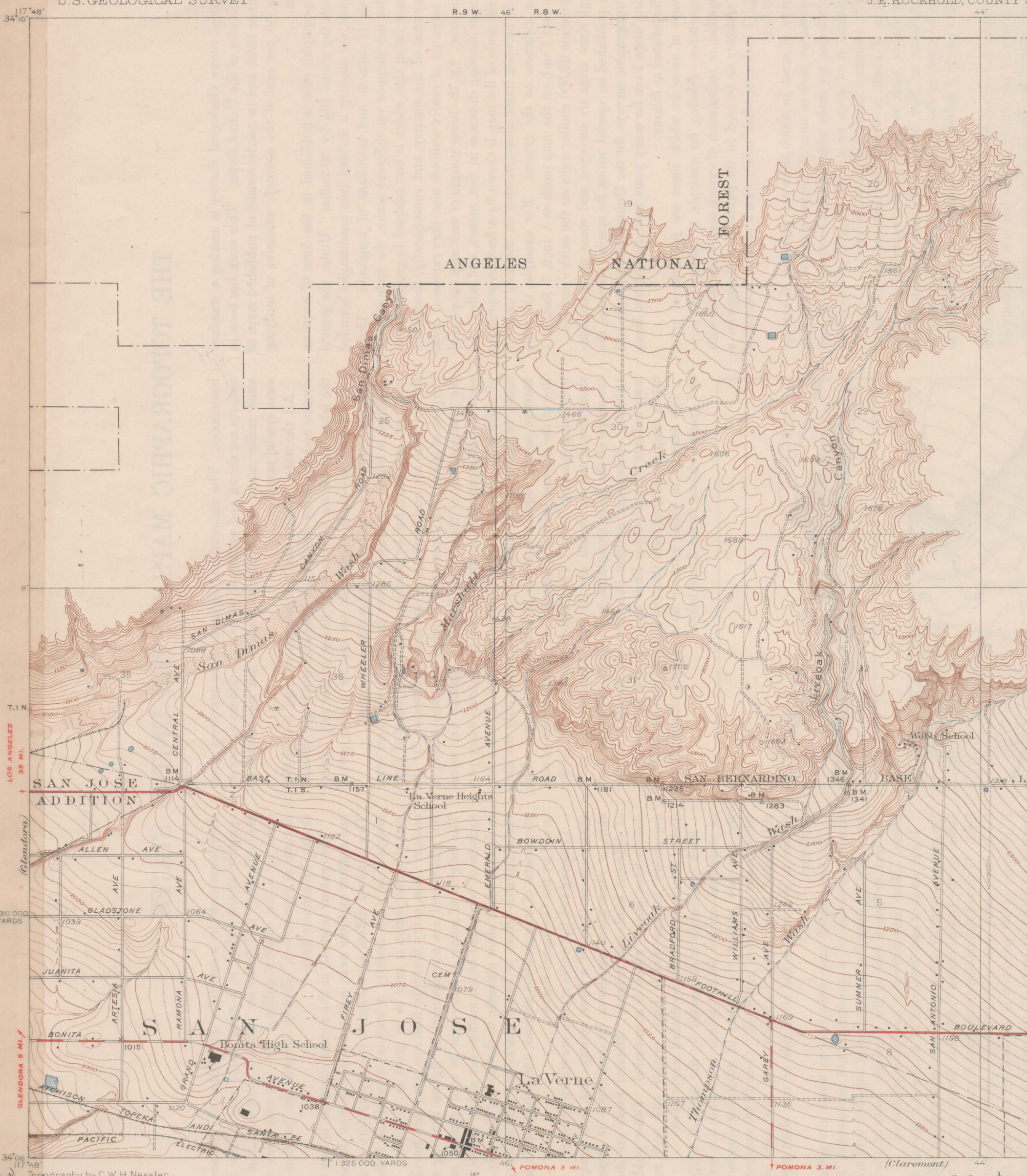
Resource List

La Verne Master Plan

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-19-189929		Resource Name - La Verne Orphanage; Other - Whitney Bldg	Building	Historic	HP39 (Other)	2012 (Michael H. Dice, MBA)	

DEPARTMENT OF THE INTERIOR
U.S. GEOLOGICAL SURVEY

LOS ANGELES COUNTY, C
BOARD OF SUPERVI
R.F. Mc CLELLAN, CHA
J.E. ROCKHOLD, COUNTY S



Topography by C.W. H. Nessler
Control by U.S. Geological Survey and
U.S. Coast and Geodetic Survey
Surveyed in 1925

Scale $\frac{1}{24000}$

1 ½ 0

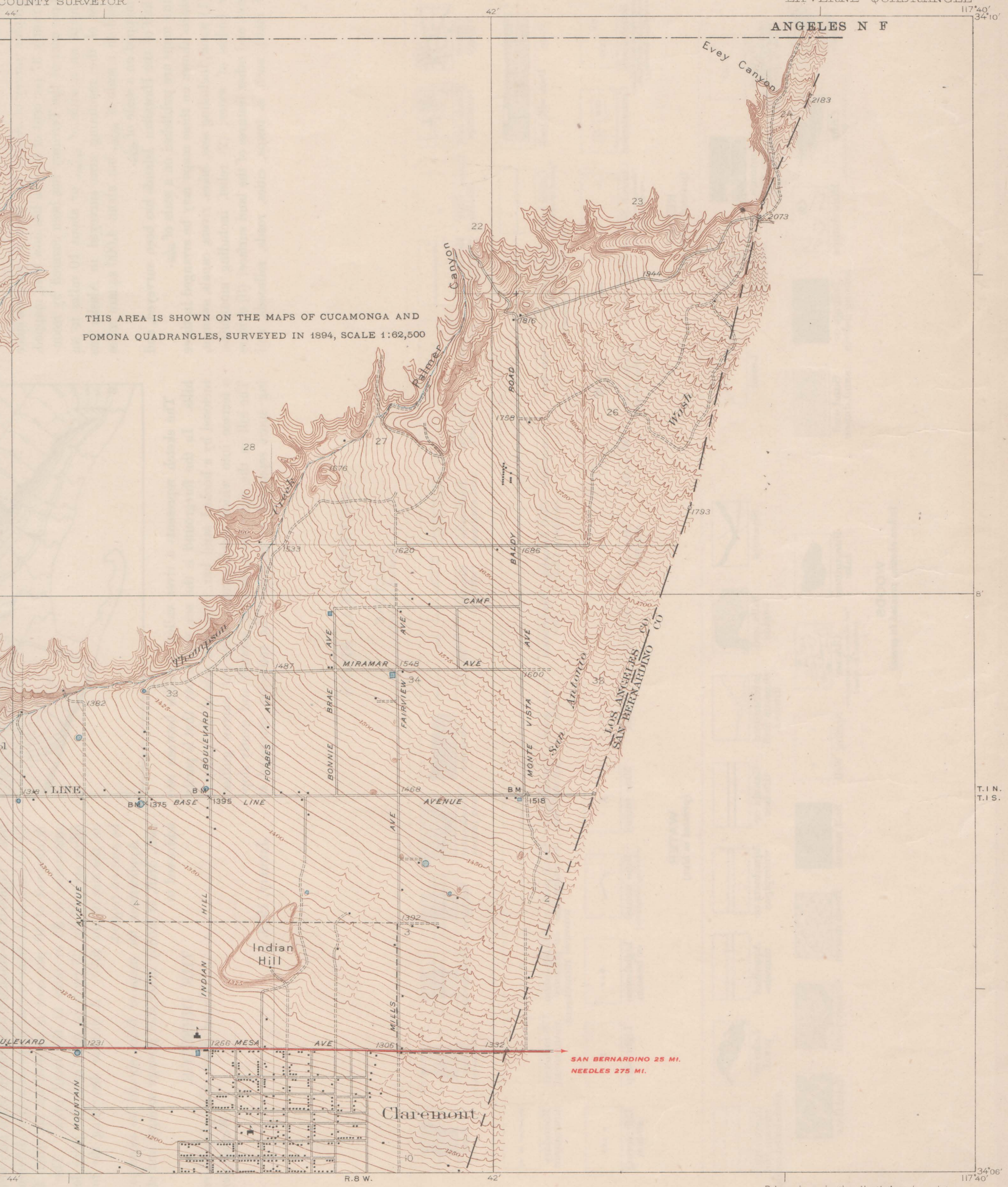
5000 4000 3000 2000 1000 0

Contour interval 5 and 25 feet

Datum is mean sea le

OUNTY, CALIFORNIA
SUPERVISORS
LLAN, CHAIRMAN
COUNTY SURVEYOR

CALIFORNIA
(LOS ANGELES COUNTY)
LA VERNE QUADRANGLE



THIS AREA IS SHOWN ON THE MAPS OF CUCAMONGA AND POMONA QUADRANGLES, SURVEYED IN 1894, SCALE 1:62,500

5 Mile
4
3
2
1
0
1 Mile
5000 Feet

ale $\frac{1}{24000}$
0
1 Mile
0
5000 Feet
and 25 feet (see diagram)
mean sea level

Polyconic projection. North American datum
5000 yard grid based upon U.S. zone system, G

THROUGH ROUTES
SECONDARY ROUTES

25 ft
5 ft interval

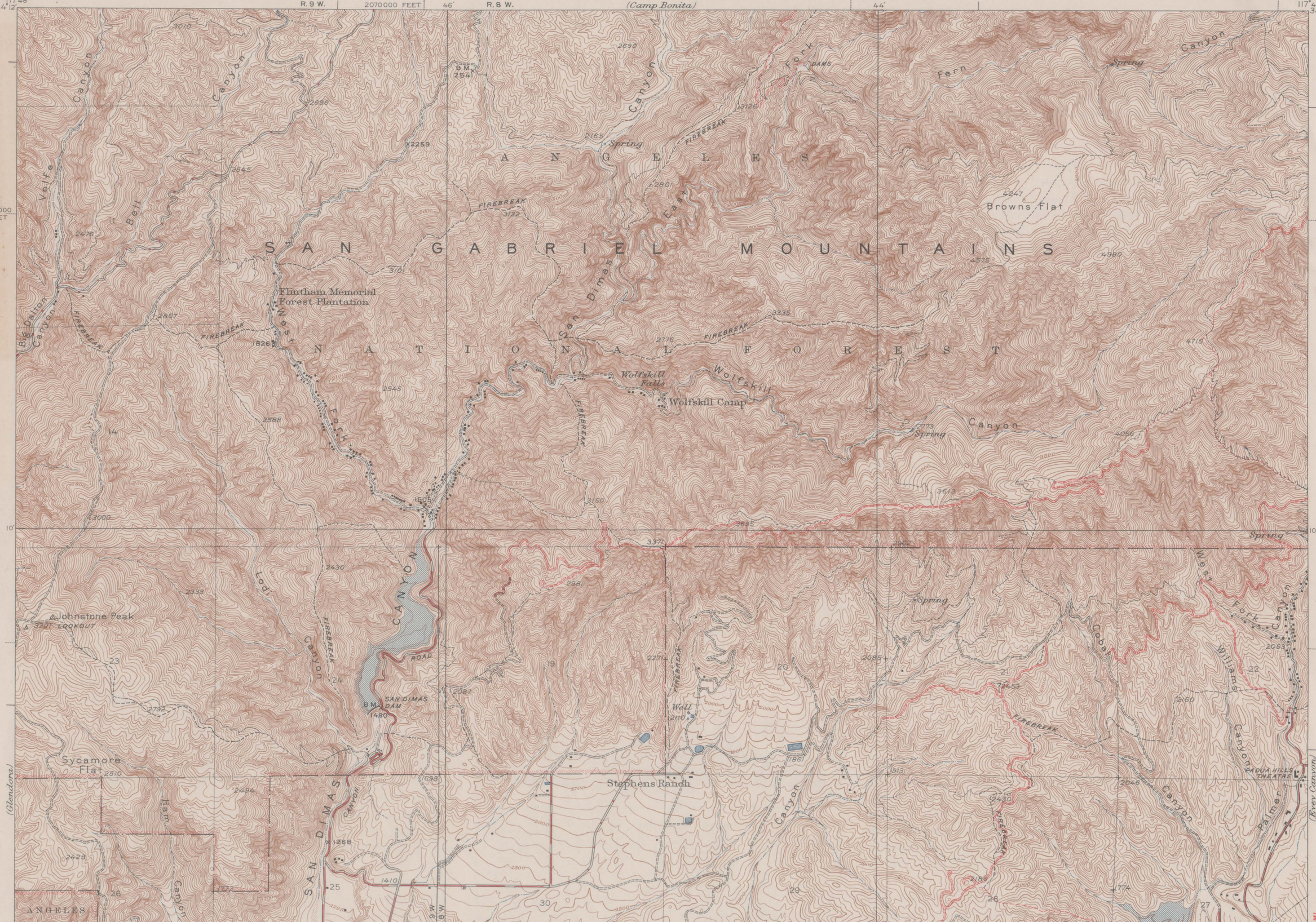
LA VERNE, CALIF.
Edition of 1928

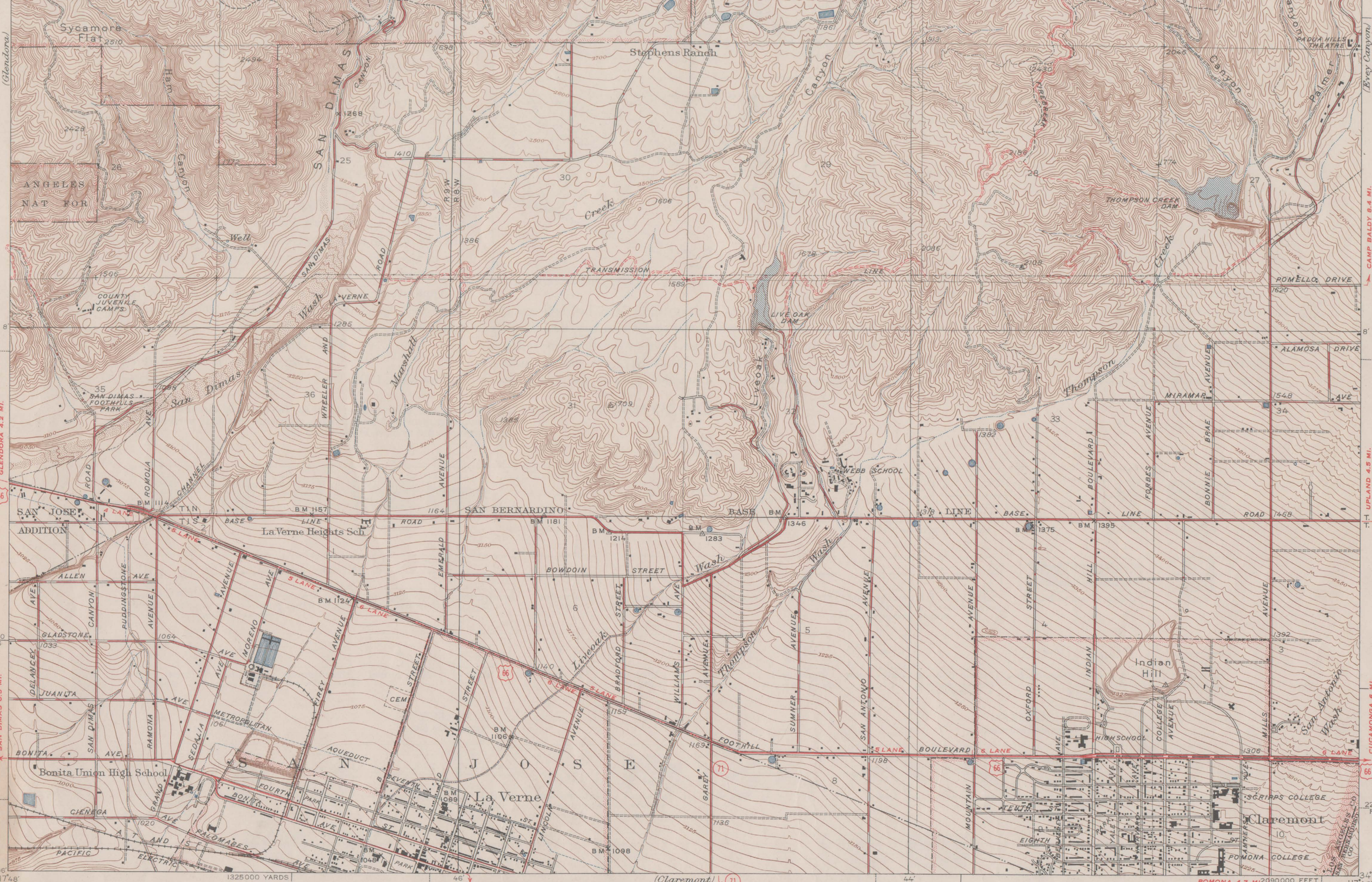
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

LOS ANGELES COUNTY, CALIFORNIA
REPRESENTED BY THE
BOARD OF SUPERVISORS

ARCHAEOLOGICAL SURVEY
UNIVERSITY OF CALIFORNIA
LOS ANGELES 24, CALIFORNIA

CALIFORNIA
(LOS ANGELES COUNTY)
LA VERNE QUADRANGLE





Topography by W. R. Chenoweth and C. W. H. Nessler
Surveyed in 1925 and 1933
Culture revised in 1934 1939 and 1947 by
Los Angeles County (T. H. Moncure)

ROAD CLASSIFICATION
1946

Dependable hard-surface
heavy-duty road
Secondary hard-surface
all weather road
Dry weather roads
Loose-surface graded
Unsurfaced, graded
Dirt road
U. S. Route 15
State Route 26
More than two lanes indicated along road with tick at point of change 3 LANE 4 LANE

INFORMATION FURNISHED BY LOS ANGELES COUNTY

TRUE NORTH
MAGNETIC NORTH
16°
APPROXIMATE MEAN DECLINATION, 1933

Scale $\frac{1}{24000}$

1 ½ 0 1 Mile

500 0 500 1000 1500 2000 2500 Yards

1000 0 1000 2000 3000 4000 5000 6000 7000 Feet

1 .5 0 1 Kilometer

Contour interval 5 and 25 feet (see diagram)

Datum is mean sea level

25 ft
5 ft

Polyconic projection. North American datum
5000 yard grid based on U.S. zone system, G
10000 foot grid based on California (5) rectangular coordinate system
Land lines pertaining to parts of T. 1 N. R's. 8 W. and 9 W. are omitted because land plats and topography cannot be reconciled

LA VERNE, CALIF.
Edition of 1940
reprinted 1947
with corrections
N3406-W11742/6

LOS ANGELES

LOS ANGELES

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
(916) 373-5471 FAX

July 21, 2016

Meagan Szromba
Rincon Consultants, Inc.

Sent via e-mail: mszromba@rinconconsultants.com

RE: Proposed University of La Verne Facilities and Technology Master Plan Update Project, Community of La Verne; San Dimas USGS Quadrangle, Los Angeles County, California

Dear Ms. Szromba:

Attached is a "Contact List" of tribes with traditional lands or cultural places located within the boundaries of the above referenced project. A search of the SFL was completed for the USGS quadrangle information provided with negative results.

Under SB18 and AB52, formal Consultation with California Native American Tribes must be conducted by the lead agency. Our records indicate that the lead agency for this project has not requested a "Native American Consultation List" for the purposes of formal consultation. Please note that the intent of the referenced codes below is to avoid or mitigate impacts to tribal cultural resources, as defined, for SB-18 Planning Projects and California Environmental Quality Act (CEQA) projects under AB-52.

Government Code §65352.3 requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of protecting, and/or mitigating impacts to cultural places in creating or amending general plans, including specific plans. As of July 1, 2015, Public Resources Code Sections 21080.3.1 and 21080.3.2 require public agencies to consult with California Native American tribes identified by the NAHC for the purpose mitigating impacts to tribal cultural resources:

> Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section. (Public Resources Code Section 21080.1(d))

The law does not preclude agencies from initiating consultation with the tribes that are culturally and traditionally affiliated with their jurisdictions. The NAHC believes that in fact that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

In accordance with Public Resources Code Section 21080.1(d), formal notification must include a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation. The NAHC requests that lead agencies include in their notifications information regarding any cultural resources assessment that has been completed on a potential "area of project affect" (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE.

- Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measurers.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure in accordance with Government Code Section 6254.10.

3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission.

4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS is not exhaustive, and a negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand well help to facilitate the consultation process.

Lead agencies or agencies potentially undertaking a project are encouraged to send more than one written notice to tribes that are traditionally and culturally affiliated to a potential APE during the 30-day notification period to ensure that the information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance we are able to assure that our consultation list contains current information.

If you have any questions, please contact me at my email address: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Tribal Consultation List
Los Angeles County
7/21/2016

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393 — Gabrielino
Covina, CA, 91723
Phone: (626)926-4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrielino
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562)761-6417
Fax: (562)761-6417
gtongva@verizon.net

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
1999 Avenue of the Stars, Suite 1100 — Gabrielino
Los Angeles, CA, 90067
Phone: (626) 676 - 1184

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 — Kitanemuk
Newhall, CA, 91322 — Serrano
Phone: (760) 885 - 0955 — Tataviam
tsen2u@hotmail.com

Soboba Band of Luiseno Indians
Rosemary Morillo, Chairperson
P. O. Box 487 — Cahuilla
San Jacinto, CA, 92583 — Luiseno
Phone: (951) 654 - 2765
Fax: (951) 654-4198
rmorillo@soboba-nsn.gov

This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3, 65362.4 et seq. and Public Resources Code Sections 21080.3.1 for the proposed University of La Verne Facilities and Technology Master Plan Update, Los Angeles County.

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

Vertebrate Paleontology Section
Telephone: (213) 763-3325
Fax: (213) 746-7431
e-mail: smcleod@nhm.org

10 August 2016

Rincon Consultants, Inc.
449 15th Street, Suite 303
Oakland, CA 94612

Attn: Kyle Brudvik, Paleontologist / Geoarchaeologist / Archaeologist

re: Paleontological resources for the proposed University of La Verne Facilities and Technology Master Plan Update EIR Project, Rincon Project # 16-02821, in the City of La Verne, Los Angeles County, project area

Dear Kyle:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for the proposed University of La Verne Facilities and Technology Master Plan Update EIR Project, Rincon Project # 16-02821, in the City of La Verne, Los Angeles County, project area as outlined on the portion of the San Dimas USGS topographic quadrangle map that you sent to me via e-mail on 19 July 2016. We do not have any vertebrate fossil localities that lie directly within the proposed project area, but we do have a vertebrate fossil relatively nearby from sedimentary deposits somewhat similar to those that occur in the proposed project area.

In the eastern part of the southwestern portion of the proposed project area there are exposures of volcanic igneous rocks that will not contain any recognizable fossils. Surface deposits in the northwestern-most part of the southwestern portion of the proposed project area consist of older Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the north. Most of the proposed project area though has surface deposits that consist of younger Quaternary Alluvium, derived as fluvial deposits from the Live Oak Wash drainage that currently flows though the middle of the proposed project area. The younger Quaternary Alluvium typically does not contain significant vertebrate fossils, at least in the

uppermost layers, but is usually underlain by older Quaternary deposits in the area. Our closest vertebrate fossil locality in older Quaternary deposits is LACM 1728, situated south-southeast of the proposed project area in English Canyon southwest of the City of Chino. Specimens of fossil horse, *Equus*, and camel, *Camelops*, were recovered from LACM 1728 at a depth of 15 to 20 feet below the surface.

Excavations in the igneous rocks exposed in the eastern part of the southwestern portion of the proposed project area will not uncover any recognizable fossils. Surface grading or very shallow excavations in the younger Quaternary Alluvium exposed in most of the proposed project area probably will not encounter any significant vertebrate fossil remains. Deeper excavations in the proposed project area that extend down into older Quaternary deposits, or any excavations in the exposures of older Quaternary Alluvium in the very northwestern part of the southwestern portion of the proposed project area, however, may well uncover significant vertebrate fossils. Any substantial excavations in the sedimentary deposits in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. Sediment samples should also be collected from the sedimentary deposits in the proposed project area and processed to determine their small fossil potential. Any fossils recovered during mitigation should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,

Samuel A. McLeod

Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

Appendix D

Noise Modeling Results

Location #1 - Foothill Boulevard

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 84.7 - 2009/05/12 01:34:55
- Level Range : 40-100
- SEL : 96.0
- Leq : 66.5
-

No.s	Date Time	(dB)
1	2009/05/12 01:34:51	71.9
2	2009/05/12 01:34:52	67.2
3	2009/05/12 01:34:53	67.3
4	2009/05/12 01:34:54	73.5
5	2009/05/12 01:34:55	84.5
6	2009/05/12 01:34:56	74.6
7	2009/05/12 01:34:57	69.4
8	2009/05/12 01:34:58	69.2
9	2009/05/12 01:34:59	68.8
10	2009/05/12 01:35:00	67.8
11	2009/05/12 01:35:01	67.1
12	2009/05/12 01:35:02	66.2
13	2009/05/12 01:35:03	63.7
14	2009/05/12 01:35:04	64.3
15	2009/05/12 01:35:05	63.7
16	2009/05/12 01:35:06	65.3
17	2009/05/12 01:35:07	64.6
18	2009/05/12 01:35:08	62.3
19	2009/05/12 01:35:09	60.6
20	2009/05/12 01:35:10	59.7
21	2009/05/12 01:35:11	59.9
22	2009/05/12 01:35:12	59.7
23	2009/05/12 01:35:13	59.7
24	2009/05/12 01:35:14	60.1
25	2009/05/12 01:35:15	60.2
26	2009/05/12 01:35:16	60.9
27	2009/05/12 01:35:17	61.7
28	2009/05/12 01:35:18	62.3
29	2009/05/12 01:35:19	62.0
30	2009/05/12 01:35:20	61.0
31	2009/05/12 01:35:21	60.3
32	2009/05/12 01:35:22	60.7
33	2009/05/12 01:35:23	60.6
34	2009/05/12 01:35:24	60.7
35	2009/05/12 01:35:25	61.2
36	2009/05/12 01:35:26	63.3
37	2009/05/12 01:35:27	64.2
38	2009/05/12 01:35:28	64.0
39	2009/05/12 01:35:29	63.2
40	2009/05/12 01:35:30	60.7
41	2009/05/12 01:35:31	61.4
42	2009/05/12 01:35:32	61.7
43	2009/05/12 01:35:33	61.3
44	2009/05/12 01:35:34	60.0
45	2009/05/12 01:35:35	60.5
46	2009/05/12 01:35:36	61.2
47	2009/05/12 01:35:37	61.1
48	2009/05/12 01:35:38	62.3
49	2009/05/12 01:35:39	64.9
50	2009/05/12 01:35:40	59.9
51	2009/05/12 01:35:41	59.8
52	2009/05/12 01:35:42	60.8
53	2009/05/12 01:35:43	61.3
54	2009/05/12 01:35:44	61.5
55	2009/05/12 01:35:45	61.5
56	2009/05/12 01:35:46	60.7
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60	2009/05/12 01:35:50	65.4
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62	2009/05/12 01:35:52	61.1
63	2009/05/12 01:35:53	66.0
64	2009/05/12 01:35:54	69.1
65	2009/05/12 01:35:55	60.0
66	2009/05/12 01:35:56	58.4
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69	2009/05/12 01:35:59	61.1
70	2009/05/12 01:36:00	59.9
71	2009/05/12 01:36:01	60.7
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74	2009/05/12 01:36:04	60.2
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82	2009/05/12 01:36:12	59.7
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84	2009/05/12 01:36:14	53.4
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91	2009/05/12 01:36:21	58.4
92	2009/05/12 01:36:22	59.6
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294	2009/05/12	01:39:44	65.2
295	2009/05/12	01:39:45	63.1
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724	2009/05/12	01:46:54	57.9
725	2009/05/12	01:46:55	60.1
726	2009/05/12	01:46:56	60.9
727	2009/05/12	01:46:57	59.7
728	2009/05/12	01:46:58	59.9
729	2009/05/12	01:46:59	62.1
730	2009/05/12	01:47:00	60.5
731	2009/05/12	01:47:01	60.4
732	2009/05/12	01:47:02	62.8
733	2009/05/12	01:47:03	65.0
734	2009/05/12	01:47:04	64.1
735	2009/05/12	01:47:05	63.8
736	2009/05/12	01:47:06	62.6
737	2009/05/12	01:47:07	59.2
738	2009/05/12	01:47:08	57.8
739	2009/05/12	01:47:09	57.0
740	2009/05/12	01:47:10	58.1
741	2009/05/12	01:47:11	59.9
742	2009/05/12	01:47:12	63.4
743	2009/05/12	01:47:13	67.4
744	2009/05/12	01:47:14	67.2
745	2009/05/12	01:47:15	58.9
746	2009/05/12	01:47:16	56.0
747	2009/05/12	01:47:17	54.3
748	2009/05/12	01:47:18	54.0
749	2009/05/12	01:47:19	53.6
750	2009/05/12	01:47:20	53.5
751	2009/05/12	01:47:21	53.0
752	2009/05/12	01:47:22	51.8
753	2009/05/12	01:47:23	51.1
754	2009/05/12	01:47:24	54.2
755	2009/05/12	01:47:25	55.2
756	2009/05/12	01:47:26	53.5
757	2009/05/12	01:47:27	54.3
758	2009/05/12	01:47:28	54.3
759	2009/05/12	01:47:29	56.7
760	2009/05/12	01:47:30	60.6
761	2009/05/12	01:47:31	63.1
762	2009/05/12	01:47:32	68.2
763	2009/05/12	01:47:33	74.1
764	2009/05/12	01:47:34	63.0
765	2009/05/12	01:47:35	59.4
766	2009/05/12	01:47:36	58.0
767	2009/05/12	01:47:37	58.4
768	2009/05/12	01:47:38	60.8
769	2009/05/12	01:47:39	65.0
770	2009/05/12	01:47:40	70.6
771	2009/05/12	01:47:41	61.5
772	2009/05/12	01:47:42	58.2
773	2009/05/12	01:47:43	56.6
774	2009/05/12	01:47:44	53.8
775	2009/05/12	01:47:45	55.0
776	2009/05/12	01:47:46	53.0
777	2009/05/12	01:47:47	53.2
778	2009/05/12	01:47:48	55.2

779	2009/05/12	01:47:49	56.8
780	2009/05/12	01:47:50	59.4
781	2009/05/12	01:47:51	63.1
782	2009/05/12	01:47:52	67.9
783	2009/05/12	01:47:53	72.7
784	2009/05/12	01:47:54	64.5
785	2009/05/12	01:47:55	62.0
786	2009/05/12	01:47:56	58.4
787	2009/05/12	01:47:57	56.3
788	2009/05/12	01:47:58	54.5
789	2009/05/12	01:47:59	55.3
790	2009/05/12	01:48:00	58.2
791	2009/05/12	01:48:01	56.9
792	2009/05/12	01:48:02	57.4
793	2009/05/12	01:48:03	59.3
794	2009/05/12	01:48:04	60.3
795	2009/05/12	01:48:05	60.1
796	2009/05/12	01:48:06	58.9
797	2009/05/12	01:48:07	59.8
798	2009/05/12	01:48:08	58.9
799	2009/05/12	01:48:09	59.7
800	2009/05/12	01:48:10	62.5
801	2009/05/12	01:48:11	66.5
802	2009/05/12	01:48:12	71.0
803	2009/05/12	01:48:13	76.1
804	2009/05/12	01:48:14	72.3
805	2009/05/12	01:48:15	72.5
806	2009/05/12	01:48:16	72.0
807	2009/05/12	01:48:17	71.8
808	2009/05/12	01:48:18	71.1
809	2009/05/12	01:48:19	70.1
810	2009/05/12	01:48:20	72.6
811	2009/05/12	01:48:21	66.8
812	2009/05/12	01:48:22	67.9
813	2009/05/12	01:48:23	73.8
814	2009/05/12	01:48:24	76.8
815	2009/05/12	01:48:25	72.2
816	2009/05/12	01:48:26	66.0
817	2009/05/12	01:48:27	62.9
818	2009/05/12	01:48:28	61.8
819	2009/05/12	01:48:29	62.6
820	2009/05/12	01:48:30	62.0
821	2009/05/12	01:48:31	61.8
822	2009/05/12	01:48:32	60.8
823	2009/05/12	01:48:33	62.4
824	2009/05/12	01:48:34	62.4
825	2009/05/12	01:48:35	62.9
826	2009/05/12	01:48:36	64.2
827	2009/05/12	01:48:37	62.6
828	2009/05/12	01:48:38	60.2
829	2009/05/12	01:48:39	58.2
830	2009/05/12	01:48:40	56.4
831	2009/05/12	01:48:41	55.3
832	2009/05/12	01:48:42	55.9
833	2009/05/12	01:48:43	56.0
834	2009/05/12	01:48:44	57.6
835	2009/05/12	01:48:45	59.8
836	2009/05/12	01:48:46	61.2
837	2009/05/12	01:48:47	63.7
838	2009/05/12	01:48:48	67.6
839	2009/05/12	01:48:49	67.5
840	2009/05/12	01:48:50	61.6
841	2009/05/12	01:48:51	58.5
842	2009/05/12	01:48:52	56.9
843	2009/05/12	01:48:53	58.0
844	2009/05/12	01:48:54	57.0
845	2009/05/12	01:48:55	57.1
846	2009/05/12	01:48:56	56.8
847	2009/05/12	01:48:57	56.0
848	2009/05/12	01:48:58	56.7
849	2009/05/12	01:48:59	56.3
850	2009/05/12	01:49:00	54.7
851	2009/05/12	01:49:01	53.3
852	2009/05/12	01:49:02	53.0
853	2009/05/12	01:49:03	52.1
854	2009/05/12	01:49:04	53.0
855	2009/05/12	01:49:05	51.4
856	2009/05/12	01:49:06	51.5
857	2009/05/12	01:49:07	52.3
858	2009/05/12	01:49:08	52.6
859	2009/05/12	01:49:09	54.2
860	2009/05/12	01:49:10	57.1
861	2009/05/12	01:49:11	60.2
862	2009/05/12	01:49:12	59.9
863	2009/05/12	01:49:13	61.0
864	2009/05/12	01:49:14	61.4
865	2009/05/12	01:49:15	60.8
866	2009/05/12	01:49:16	58.7
867	2009/05/12	01:49:17	55.8
868	2009/05/12	01:49:18	54.8
869	2009/05/12	01:49:19	54.1
870	2009/05/12	01:49:20	54.6
871	2009/05/12	01:49:21	54.9
872	2009/05/12	01:49:22	54.8
873	2009/05/12	01:49:23	54.4
874	2009/05/12	01:49:24	54.2
875	2009/05/12	01:49:25	55.2
876	2009/05/12	01:49:26	54.6
877	2009/05/12	01:49:27	55.4

878	2009/05/12	01:49:28	57.1
879	2009/05/12	01:49:29	58.4
880	2009/05/12	01:49:30	60.9
881	2009/05/12	01:49:31	63.4
882	2009/05/12	01:49:32	71.3
883	2009/05/12	01:49:33	67.5
884	2009/05/12	01:49:34	70.2
885	2009/05/12	01:49:35	67.7
886	2009/05/12	01:49:36	66.2
887	2009/05/12	01:49:37	67.2
888	2009/05/12	01:49:38	62.4
889	2009/05/12	01:49:39	63.0
890	2009/05/12	01:49:40	63.0
891	2009/05/12	01:49:41	61.4
892	2009/05/12	01:49:42	67.1
893	2009/05/12	01:49:43	69.6
894	2009/05/12	01:49:44	69.4
895	2009/05/12	01:49:45	69.4
896	2009/05/12	01:49:46	76.0
897	2009/05/12	01:49:47	69.2
898	2009/05/12	01:49:48	73.1
899	2009/05/12	01:49:49	71.5
900	2009/05/12	01:49:50	78.0

Location #2 - E Street

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 78.1 - 2009/05/12 02:21:17
- Level Range : 40-100
- SEL : 91.5
- Leq : 62.0
-

No.s	Date Time	(dB)
1	2009/05/12 02:14:54	54.2
2	2009/05/12 02:14:55	51.6
3	2009/05/12 02:14:56	50.5
4	2009/05/12 02:14:57	50.4
5	2009/05/12 02:14:58	51.9
6	2009/05/12 02:14:59	55.6
7	2009/05/12 02:15:00	57.7
8	2009/05/12 02:15:01	60.7
9	2009/05/12 02:15:02	67.4
10	2009/05/12 02:15:03	70.5
11	2009/05/12 02:15:04	68.7
12	2009/05/12 02:15:05	67.4
13	2009/05/12 02:15:06	70.8
14	2009/05/12 02:15:07	69.9
15	2009/05/12 02:15:08	61.4
16	2009/05/12 02:15:09	54.4
17	2009/05/12 02:15:10	49.6
18	2009/05/12 02:15:11	48.3
19	2009/05/12 02:15:12	47.3
20	2009/05/12 02:15:13	47.5
21	2009/05/12 02:15:14	50.7
22	2009/05/12 02:15:15	51.4
23	2009/05/12 02:15:16	51.5
24	2009/05/12 02:15:17	52.4
25	2009/05/12 02:15:18	52.5
26	2009/05/12 02:15:19	51.2
27	2009/05/12 02:15:20	50.0
28	2009/05/12 02:15:21	48.6
29	2009/05/12 02:15:22	48.1
30	2009/05/12 02:15:23	47.4
31	2009/05/12 02:15:24	50.0
32	2009/05/12 02:15:25	50.0
33	2009/05/12 02:15:26	49.8
34	2009/05/12 02:15:27	52.7
35	2009/05/12 02:15:28	53.7
36	2009/05/12 02:15:29	56.3
37	2009/05/12 02:15:30	62.3
38	2009/05/12 02:15:31	66.8
39	2009/05/12 02:15:32	72.2
40	2009/05/12 02:15:33	69.0
41	2009/05/12 02:15:34	65.8
42	2009/05/12 02:15:35	68.1
43	2009/05/12 02:15:36	64.7
44	2009/05/12 02:15:37	64.7
45	2009/05/12 02:15:38	69.5
46	2009/05/12 02:15:39	70.0
47	2009/05/12 02:15:40	64.7
48	2009/05/12 02:15:41	61.7
49	2009/05/12 02:15:42	61.8
50	2009/05/12 02:15:43	61.9
51	2009/05/12 02:15:44	61.3
52	2009/05/12 02:15:45	60.3
53	2009/05/12 02:15:46	60.6
54	2009/05/12 02:15:47	63.0
55	2009/05/12 02:15:48	66.0
56	2009/05/12 02:15:49	65.2
57	2009/05/12 02:15:50	62.5
58	2009/05/12 02:15:51	58.9
59	2009/05/12 02:15:52	56.8
60	2009/05/12 02:15:53	56.0
61	2009/05/12 02:15:54	55.7
62	2009/05/12 02:15:55	60.9
63	2009/05/12 02:15:56	65.0
64	2009/05/12 02:15:57	65.8
65	2009/05/12 02:15:58	64.3
66	2009/05/12 02:15:59	60.4
67	2009/05/12 02:16:00	58.3
68	2009/05/12 02:16:01	55.6
69	2009/05/12 02:16:02	53.7
70	2009/05/12 02:16:03	51.4
71	2009/05/12 02:16:04	50.0
72	2009/05/12 02:16:05	49.1
73	2009/05/12 02:16:06	48.6
74	2009/05/12 02:16:07	47.5
75	2009/05/12 02:16:08	47.3
76	2009/05/12 02:16:09	49.5
77	2009/05/12 02:16:10	52.1
78	2009/05/12 02:16:11	53.3
79	2009/05/12 02:16:12	56.6
80	2009/05/12 02:16:13	62.7
81	2009/05/12 02:16:14	66.9
82	2009/05/12 02:16:15	66.7
83	2009/05/12 02:16:16	64.6
84	2009/05/12 02:16:17	61.8
85	2009/05/12 02:16:18	58.7

86	2009/05/12	02:16:19	54.8
87	2009/05/12	02:16:20	52.2
88	2009/05/12	02:16:21	48.1
89	2009/05/12	02:16:22	49.2
90	2009/05/12	02:16:23	47.1
91	2009/05/12	02:16:24	45.9
92	2009/05/12	02:16:25	45.8
93	2009/05/12	02:16:26	46.6
94	2009/05/12	02:16:27	45.1
95	2009/05/12	02:16:28	45.2
96	2009/05/12	02:16:29	45.2
97	2009/05/12	02:16:30	44.6
98	2009/05/12	02:16:31	44.9
99	2009/05/12	02:16:32	44.9
100	2009/05/12	02:16:33	47.3
101	2009/05/12	02:16:34	46.7
102	2009/05/12	02:16:35	47.3
103	2009/05/12	02:16:36	48.3
104	2009/05/12	02:16:37	48.7
105	2009/05/12	02:16:38	51.9
106	2009/05/12	02:16:39	51.4
107	2009/05/12	02:16:40	50.6
108	2009/05/12	02:16:41	49.5
109	2009/05/12	02:16:42	51.5
110	2009/05/12	02:16:43	49.2
111	2009/05/12	02:16:44	51.3
112	2009/05/12	02:16:45	51.6
113	2009/05/12	02:16:46	49.9
114	2009/05/12	02:16:47	47.1
115	2009/05/12	02:16:48	48.4
116	2009/05/12	02:16:49	46.8
117	2009/05/12	02:16:50	47.1
118	2009/05/12	02:16:51	47.5
119	2009/05/12	02:16:52	52.3
120	2009/05/12	02:16:53	55.2
121	2009/05/12	02:16:54	56.7
122	2009/05/12	02:16:55	58.4
123	2009/05/12	02:16:56	63.4
124	2009/05/12	02:16:57	70.2
125	2009/05/12	02:16:58	71.5
126	2009/05/12	02:16:59	69.2
127	2009/05/12	02:17:00	65.6
128	2009/05/12	02:17:01	62.9
129	2009/05/12	02:17:02	58.6
130	2009/05/12	02:17:03	56.7
131	2009/05/12	02:17:04	58.0
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133	2009/05/12	02:17:06	67.9
134	2009/05/12	02:17:07	69.6
135	2009/05/12	02:17:08	67.3
136	2009/05/12	02:17:09	65.8
137	2009/05/12	02:17:10	63.9
138	2009/05/12	02:17:11	63.8
139	2009/05/12	02:17:12	63.0
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141	2009/05/12	02:17:14	62.2
142	2009/05/12	02:17:15	66.2
143	2009/05/12	02:17:16	65.4
144	2009/05/12	02:17:17	62.2
145	2009/05/12	02:17:18	58.8
146	2009/05/12	02:17:19	57.6
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230	2009/05/12	02:18:43	64.2
231	2009/05/12	02:18:44	65.5
232	2009/05/12	02:18:45	60.6
233	2009/05/12	02:18:46	61.5
234	2009/05/12	02:18:47	59.9
235	2009/05/12	02:18:48	58.8
236	2009/05/12	02:18:49	57.7
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238	2009/05/12	02:18:51	54.6
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242	2009/05/12	02:18:55	60.7
243	2009/05/12	02:18:56	58.3
244	2009/05/12	02:18:57	62.3
245	2009/05/12	02:18:58	57.6
246	2009/05/12	02:18:59	53.9
247	2009/05/12	02:19:00	52.8
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251	2009/05/12	02:19:04	52.9
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675	2009/05/12	02:26:08	49.8
676	2009/05/12	02:26:09	48.5
677	2009/05/12	02:26:10	48.4
678	2009/05/12	02:26:11	48.3
679	2009/05/12	02:26:12	47.8

680	2009/05/12	02:26:13	48.3
681	2009/05/12	02:26:14	48.5
682	2009/05/12	02:26:15	48.0
683	2009/05/12	02:26:16	48.4
684	2009/05/12	02:26:17	49.1
685	2009/05/12	02:26:18	48.1
686	2009/05/12	02:26:19	48.5
687	2009/05/12	02:26:20	49.1
688	2009/05/12	02:26:21	50.1
689	2009/05/12	02:26:22	50.2
690	2009/05/12	02:26:23	50.2
691	2009/05/12	02:26:24	51.4
692	2009/05/12	02:26:25	51.9
693	2009/05/12	02:26:26	52.5
694	2009/05/12	02:26:27	51.4
695	2009/05/12	02:26:28	51.9
696	2009/05/12	02:26:29	52.2
697	2009/05/12	02:26:30	52.8
698	2009/05/12	02:26:31	55.3
699	2009/05/12	02:26:32	61.3
700	2009/05/12	02:26:33	65.5
701	2009/05/12	02:26:34	68.3
702	2009/05/12	02:26:35	65.6
703	2009/05/12	02:26:36	57.4
704	2009/05/12	02:26:37	53.0
705	2009/05/12	02:26:38	53.1
706	2009/05/12	02:26:39	55.1
707	2009/05/12	02:26:40	57.2
708	2009/05/12	02:26:41	63.0
709	2009/05/12	02:26:42	68.4
710	2009/05/12	02:26:43	69.4
711	2009/05/12	02:26:44	64.3
712	2009/05/12	02:26:45	58.9
713	2009/05/12	02:26:46	58.3
714	2009/05/12	02:26:47	54.5
715	2009/05/12	02:26:48	53.1
716	2009/05/12	02:26:49	53.1
717	2009/05/12	02:26:50	52.2
718	2009/05/12	02:26:51	52.2
719	2009/05/12	02:26:52	52.1
720	2009/05/12	02:26:53	50.9
721	2009/05/12	02:26:54	50.9
722	2009/05/12	02:26:55	51.6
723	2009/05/12	02:26:56	54.1
724	2009/05/12	02:26:57	58.7
725	2009/05/12	02:26:58	61.5
726	2009/05/12	02:26:59	61.8
727	2009/05/12	02:27:00	61.9
728	2009/05/12	02:27:01	58.7
729	2009/05/12	02:27:02	56.4
730	2009/05/12	02:27:03	55.1
731	2009/05/12	02:27:04	53.3
732	2009/05/12	02:27:05	51.6
733	2009/05/12	02:27:06	52.5
734	2009/05/12	02:27:07	53.3
735	2009/05/12	02:27:08	54.3
736	2009/05/12	02:27:09	53.7
737	2009/05/12	02:27:10	54.1
738	2009/05/12	02:27:11	53.6
739	2009/05/12	02:27:12	52.1
740	2009/05/12	02:27:13	51.0
741	2009/05/12	02:27:14	49.7
742	2009/05/12	02:27:15	48.5
743	2009/05/12	02:27:16	49.0
744	2009/05/12	02:27:17	50.7
745	2009/05/12	02:27:18	52.0
746	2009/05/12	02:27:19	54.1
747	2009/05/12	02:27:20	56.6
748	2009/05/12	02:27:21	59.0
749	2009/05/12	02:27:22	63.7
750	2009/05/12	02:27:23	67.9
751	2009/05/12	02:27:24	68.5
752	2009/05/12	02:27:25	68.5
753	2009/05/12	02:27:26	67.9
754	2009/05/12	02:27:27	64.0
755	2009/05/12	02:27:28	59.2
756	2009/05/12	02:27:29	57.3
757	2009/05/12	02:27:30	57.0
758	2009/05/12	02:27:31	55.5
759	2009/05/12	02:27:32	54.4
760	2009/05/12	02:27:33	53.4
761	2009/05/12	02:27:34	53.1
762	2009/05/12	02:27:35	51.6
763	2009/05/12	02:27:36	53.9
764	2009/05/12	02:27:37	58.2
765	2009/05/12	02:27:38	56.7
766	2009/05/12	02:27:39	54.4
767	2009/05/12	02:27:40	55.5
768	2009/05/12	02:27:41	55.9
769	2009/05/12	02:27:42	57.1
770	2009/05/12	02:27:43	63.5
771	2009/05/12	02:27:44	66.6
772	2009/05/12	02:27:45	65.6
773	2009/05/12	02:27:46	62.3
774	2009/05/12	02:27:47	59.8
775	2009/05/12	02:27:48	57.6
776	2009/05/12	02:27:49	55.4
777	2009/05/12	02:27:50	53.8
778	2009/05/12	02:27:51	53.7

779	2009/05/12	02:27:52	52.6
780	2009/05/12	02:27:53	52.5
781	2009/05/12	02:27:54	50.6
782	2009/05/12	02:27:55	49.6
783	2009/05/12	02:27:56	50.1
784	2009/05/12	02:27:57	48.9
785	2009/05/12	02:27:58	49.2
786	2009/05/12	02:27:59	49.1
787	2009/05/12	02:28:00	48.1
788	2009/05/12	02:28:01	49.1
789	2009/05/12	02:28:02	48.0
790	2009/05/12	02:28:03	48.5
791	2009/05/12	02:28:04	48.3
792	2009/05/12	02:28:05	53.0
793	2009/05/12	02:28:06	59.1
794	2009/05/12	02:28:07	59.3
795	2009/05/12	02:28:08	61.6
796	2009/05/12	02:28:09	66.0
797	2009/05/12	02:28:10	69.3
798	2009/05/12	02:28:11	67.3
799	2009/05/12	02:28:12	62.9
800	2009/05/12	02:28:13	58.9
801	2009/05/12	02:28:14	57.3
802	2009/05/12	02:28:15	53.2
803	2009/05/12	02:28:16	51.1
804	2009/05/12	02:28:17	50.6
805	2009/05/12	02:28:18	50.1
806	2009/05/12	02:28:19	49.9
807	2009/05/12	02:28:20	51.2
808	2009/05/12	02:28:21	53.6
809	2009/05/12	02:28:22	57.5
810	2009/05/12	02:28:23	60.6
811	2009/05/12	02:28:24	67.8
812	2009/05/12	02:28:25	72.2
813	2009/05/12	02:28:26	69.5
814	2009/05/12	02:28:27	60.2
815	2009/05/12	02:28:28	53.3
816	2009/05/12	02:28:29	50.2
817	2009/05/12	02:28:30	50.7
818	2009/05/12	02:28:31	52.6
819	2009/05/12	02:28:32	54.1
820	2009/05/12	02:28:33	54.0
821	2009/05/12	02:28:34	54.5
822	2009/05/12	02:28:35	53.7
823	2009/05/12	02:28:36	54.4
824	2009/05/12	02:28:37	54.4
825	2009/05/12	02:28:38	53.7
826	2009/05/12	02:28:39	53.3
827	2009/05/12	02:28:40	53.9
828	2009/05/12	02:28:41	52.7
829	2009/05/12	02:28:42	51.1
830	2009/05/12	02:28:43	50.4
831	2009/05/12	02:28:44	50.3
832	2009/05/12	02:28:45	49.4
833	2009/05/12	02:28:46	49.3
834	2009/05/12	02:28:47	50.8
835	2009/05/12	02:28:48	52.7
836	2009/05/12	02:28:49	55.4
837	2009/05/12	02:28:50	54.6
838	2009/05/12	02:28:51	56.0
839	2009/05/12	02:28:52	59.9
840	2009/05/12	02:28:53	64.6
841	2009/05/12	02:28:54	69.7
842	2009/05/12	02:28:55	68.9
843	2009/05/12	02:28:56	64.8
844	2009/05/12	02:28:57	61.1
845	2009/05/12	02:28:58	60.8
846	2009/05/12	02:28:59	59.9
847	2009/05/12	02:29:00	59.7
848	2009/05/12	02:29:01	63.0
849	2009/05/12	02:29:02	66.8
850	2009/05/12	02:29:03	68.1
851	2009/05/12	02:29:04	65.6
852	2009/05/12	02:29:05	62.3
853	2009/05/12	02:29:06	59.8
854	2009/05/12	02:29:07	56.4
855	2009/05/12	02:29:08	55.9
856	2009/05/12	02:29:09	54.6
857	2009/05/12	02:29:10	53.7
858	2009/05/12	02:29:11	52.5
859	2009/05/12	02:29:12	51.4
860	2009/05/12	02:29:13	51.4
861	2009/05/12	02:29:14	53.0
862	2009/05/12	02:29:15	52.2
863	2009/05/12	02:29:16	53.7
864	2009/05/12	02:29:17	53.0
865	2009/05/12	02:29:18	50.8
866	2009/05/12	02:29:19	50.4
867	2009/05/12	02:29:20	50.8
868	2009/05/12	02:29:21	50.5
869	2009/05/12	02:29:22	49.1
870	2009/05/12	02:29:23	49.4
871	2009/05/12	02:29:24	49.4
872	2009/05/12	02:29:25	49.7
873	2009/05/12	02:29:26	52.2
874	2009/05/12	02:29:27	52.3
875	2009/05/12	02:29:28	52.5
876	2009/05/12	02:29:29	54.6
877	2009/05/12	02:29:30	54.5

878	2009/05/12	02:29:31	57.2
879	2009/05/12	02:29:32	62.3
880	2009/05/12	02:29:33	66.5
881	2009/05/12	02:29:34	69.1
882	2009/05/12	02:29:35	67.7
883	2009/05/12	02:29:36	65.3
884	2009/05/12	02:29:37	63.4
885	2009/05/12	02:29:38	61.9
886	2009/05/12	02:29:39	59.2
887	2009/05/12	02:29:40	57.3
888	2009/05/12	02:29:41	54.6
889	2009/05/12	02:29:42	53.8
890	2009/05/12	02:29:43	52.7
891	2009/05/12	02:29:44	51.9
892	2009/05/12	02:29:45	51.1
893	2009/05/12	02:29:46	51.6
894	2009/05/12	02:29:47	51.9
895	2009/05/12	02:29:48	50.3
896	2009/05/12	02:29:49	50.5
897	2009/05/12	02:29:50	51.1
898	2009/05/12	02:29:51	49.9
899	2009/05/12	02:29:52	52.6
900	2009/05/12	02:29:53	53.8

Location #3 - Arrow Highway

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 91.7 - 2009/05/12 02:46:18
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
1	2009/05/12 02:44:44	77.2
2	2009/05/12 02:44:45	76.5
3	2009/05/12 02:44:46	77.9
4	2009/05/12 02:44:47	75.4
5	2009/05/12 02:44:48	77.2
6	2009/05/12 02:44:49	73.8
7	2009/05/12 02:44:50	74.4
8	2009/05/12 02:44:51	76.4
9	2009/05/12 02:44:52	72.6
10	2009/05/12 02:44:53	72.8
11	2009/05/12 02:44:54	72.1
12	2009/05/12 02:44:55	73.4
13	2009/05/12 02:44:56	76.1
14	2009/05/12 02:44:57	76.4
15	2009/05/12 02:44:58	73.6
16	2009/05/12 02:44:59	76.3
17	2009/05/12 02:45:00	81.4
18	2009/05/12 02:45:01	85.2
19	2009/05/12 02:45:02	77.7
20	2009/05/12 02:45:03	74.1
21	2009/05/12 02:45:04	73.0
22	2009/05/12 02:45:05	73.0
23	2009/05/12 02:45:06	72.5
24	2009/05/12 02:45:07	73.2
25	2009/05/12 02:45:08	71.8
26	2009/05/12 02:45:09	71.2
27	2009/05/12 02:45:10	69.8
28	2009/05/12 02:45:11	73.0
29	2009/05/12 02:45:12	73.6
30	2009/05/12 02:45:13	79.0
31	2009/05/12 02:45:14	69.8
32	2009/05/12 02:45:15	67.5
33	2009/05/12 02:45:16	65.7
34	2009/05/12 02:45:17	64.4
35	2009/05/12 02:45:18	63.2
36	2009/05/12 02:45:19	64.3
37	2009/05/12 02:45:20	64.0
38	2009/05/12 02:45:21	64.3
39	2009/05/12 02:45:22	63.9
40	2009/05/12 02:45:23	62.3
41	2009/05/12 02:45:24	63.0
42	2009/05/12 02:45:25	62.7
43	2009/05/12 02:45:26	64.9
44	2009/05/12 02:45:27	66.6
45	2009/05/12 02:45:28	71.0
46	2009/05/12 02:45:29	71.2
47	2009/05/12 02:45:30	65.3
48	2009/05/12 02:45:31	62.1
49	2009/05/12 02:45:32	59.6
50	2009/05/12 02:45:33	63.3
51	2009/05/12 02:45:34	61.5
52	2009/05/12 02:45:35	60.2
53	2009/05/12 02:45:36	60.0
54	2009/05/12 02:45:37	61.5
55	2009/05/12 02:45:38	62.8
56	2009/05/12 02:45:39	66.8
57	2009/05/12 02:45:40	71.7
58	2009/05/12 02:45:41	76.5
59	2009/05/12 02:45:42	76.8
60	2009/05/12 02:45:43	78.2
61	2009/05/12 02:45:44	67.4
62	2009/05/12 02:45:45	66.2
63	2009/05/12 02:45:46	66.2
64	2009/05/12 02:45:47	64.3
65	2009/05/12 02:45:48	61.8
66	2009/05/12 02:45:49	61.4
67	2009/05/12 02:45:50	59.7
68	2009/05/12 02:45:51	58.1
69	2009/05/12 02:45:52	57.3
70	2009/05/12 02:45:53	58.9
71	2009/05/12 02:45:54	61.4
72	2009/05/12 02:45:55	63.0
73	2009/05/12 02:45:56	66.7
74	2009/05/12 02:45:57	72.5
75	2009/05/12 02:45:58	78.5
76	2009/05/12 02:45:59	72.4
77	2009/05/12 02:46:00	69.4
78	2009/05/12 02:46:01	72.2
79	2009/05/12 02:46:02	80.0
80	2009/05/12 02:46:03	73.1
81	2009/05/12 02:46:04	70.0
82	2009/05/12 02:46:05	68.1
83	2009/05/12 02:46:06	67.2
84	2009/05/12 02:46:07	66.4
85	2009/05/12 02:46:08	67.8

86	2009/05/12	02:46:09	72.0
87	2009/05/12	02:46:10	78.0
88	2009/05/12	02:46:11	69.0
89	2009/05/12	02:46:12	68.6
90	2009/05/12	02:46:13	72.5
91	2009/05/12	02:46:14	76.4
92	2009/05/12	02:46:15	78.7
93	2009/05/12	02:46:16	82.1
94	2009/05/12	02:46:17	89.4
95	2009/05/12	02:46:18	87.1
96	2009/05/12	02:46:19	81.4
97	2009/05/12	02:46:20	78.3
98	2009/05/12	02:46:21	78.7
99	2009/05/12	02:46:22	75.9
100	2009/05/12	02:46:23	76.9
101	2009/05/12	02:46:24	76.8
102	2009/05/12	02:46:25	77.8
103	2009/05/12	02:46:26	78.2
104	2009/05/12	02:46:27	74.7
105	2009/05/12	02:46:28	78.9
106	2009/05/12	02:46:29	70.0
107	2009/05/12	02:46:30	72.4
108	2009/05/12	02:46:31	76.5
109	2009/05/12	02:46:32	72.8
110	2009/05/12	02:46:33	70.1
111	2009/05/12	02:46:34	66.1
112	2009/05/12	02:46:35	62.9
113	2009/05/12	02:46:36	63.2
114	2009/05/12	02:46:37	64.6
115	2009/05/12	02:46:38	66.9
116	2009/05/12	02:46:39	72.6
117	2009/05/12	02:46:40	70.9
118	2009/05/12	02:46:41	69.5
119	2009/05/12	02:46:42	73.4
120	2009/05/12	02:46:43	74.6
121	2009/05/12	02:46:44	73.5
122	2009/05/12	02:46:45	72.0
123	2009/05/12	02:46:46	69.0
124	2009/05/12	02:46:47	69.4
125	2009/05/12	02:46:48	70.2
126	2009/05/12	02:46:49	67.8
127	2009/05/12	02:46:50	65.7
128	2009/05/12	02:46:51	65.2
129	2009/05/12	02:46:52	66.1
130	2009/05/12	02:46:53	66.1
131	2009/05/12	02:46:54	67.9
132	2009/05/12	02:46:55	67.2
133	2009/05/12	02:46:56	65.1
134	2009/05/12	02:46:57	64.7
135	2009/05/12	02:46:58	65.2
136	2009/05/12	02:46:59	64.5
137	2009/05/12	02:47:00	66.2
138	2009/05/12	02:47:01	68.4
139	2009/05/12	02:47:02	72.6
140	2009/05/12	02:47:03	79.2
141	2009/05/12	02:47:04	78.2
142	2009/05/12	02:47:05	72.0
143	2009/05/12	02:47:06	73.0
144	2009/05/12	02:47:07	73.3
145	2009/05/12	02:47:08	73.9
146	2009/05/12	02:47:09	74.5
147	2009/05/12	02:47:10	74.6
148	2009/05/12	02:47:11	72.0
149	2009/05/12	02:47:12	71.4
150	2009/05/12	02:47:13	72.1
151	2009/05/12	02:47:14	71.6
152	2009/05/12	02:47:15	72.3
153	2009/05/12	02:47:16	74.4
154	2009/05/12	02:47:17	74.8
155	2009/05/12	02:47:18	71.0
156	2009/05/12	02:47:19	69.6
157	2009/05/12	02:47:20	69.4
158	2009/05/12	02:47:21	67.7
159	2009/05/12	02:47:22	66.5
160	2009/05/12	02:47:23	66.0
161	2009/05/12	02:47:24	65.5
162	2009/05/12	02:47:25	65.0
163	2009/05/12	02:47:26	66.9
164	2009/05/12	02:47:27	68.5
165	2009/05/12	02:47:28	71.7
166	2009/05/12	02:47:29	80.6
167	2009/05/12	02:47:30	71.5
168	2009/05/12	02:47:31	63.4
169	2009/05/12	02:47:32	59.6
170	2009/05/12	02:47:33	61.2
171	2009/05/12	02:47:34	65.6
172	2009/05/12	02:47:35	71.3
173	2009/05/12	02:47:36	73.6
174	2009/05/12	02:47:37	69.2
175	2009/05/12	02:47:38	60.7
176	2009/05/12	02:47:39	56.5
177	2009/05/12	02:47:40	55.4
178	2009/05/12	02:47:41	54.8
179	2009/05/12	02:47:42	55.1
180	2009/05/12	02:47:43	57.6
181	2009/05/12	02:47:44	59.5
182	2009/05/12	02:47:45	60.8
183	2009/05/12	02:47:46	64.1
184	2009/05/12	02:47:47	67.3

185	2009/05/12	02:47:48	72.2
186	2009/05/12	02:47:49	73.7
187	2009/05/12	02:47:50	70.1
188	2009/05/12	02:47:51	67.0
189	2009/05/12	02:47:52	67.7
190	2009/05/12	02:47:53	72.1
191	2009/05/12	02:47:54	74.5
192	2009/05/12	02:47:55	78.3
193	2009/05/12	02:47:56	81.1
194	2009/05/12	02:47:57	77.8
195	2009/05/12	02:47:58	83.3
196	2009/05/12	02:47:59	77.0
197	2009/05/12	02:48:00	78.5
198	2009/05/12	02:48:01	78.7
199	2009/05/12	02:48:02	74.7
200	2009/05/12	02:48:03	76.6
201	2009/05/12	02:48:04	78.7
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205	2009/05/12	02:48:08	68.0
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209	2009/05/12	02:48:12	72.1
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216	2009/05/12	02:48:19	71.1
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229	2009/05/12	02:48:32	71.2
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231	2009/05/12	02:48:34	72.1
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233	2009/05/12	02:48:36	64.3
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235	2009/05/12	02:48:38	65.4
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292	2009/05/12	02:49:35	59.9
293	2009/05/12	02:49:36	60.4
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628	2009/05/12	02:55:11	58.5
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630	2009/05/12	02:55:13	59.9
631	2009/05/12	02:55:14	62.6
632	2009/05/12	02:55:15	67.4
633	2009/05/12	02:55:16	72.9
634	2009/05/12	02:55:17	80.3
635	2009/05/12	02:55:18	78.4
636	2009/05/12	02:55:19	69.9
637	2009/05/12	02:55:20	73.6
638	2009/05/12	02:55:21	73.1
639	2009/05/12	02:55:22	64.6
640	2009/05/12	02:55:23	63.2
641	2009/05/12	02:55:24	66.2
642	2009/05/12	02:55:25	71.0
643	2009/05/12	02:55:26	77.4
644	2009/05/12	02:55:27	67.3
645	2009/05/12	02:55:28	61.2
646	2009/05/12	02:55:29	57.6
647	2009/05/12	02:55:30	54.9
648	2009/05/12	02:55:31	52.8
649	2009/05/12	02:55:32	52.0
650	2009/05/12	02:55:33	51.9
651	2009/05/12	02:55:34	52.5
652	2009/05/12	02:55:35	52.3
653	2009/05/12	02:55:36	52.5
654	2009/05/12	02:55:37	52.7
655	2009/05/12	02:55:38	52.8
656	2009/05/12	02:55:39	53.2
657	2009/05/12	02:55:40	53.8
658	2009/05/12	02:55:41	54.4
659	2009/05/12	02:55:42	54.5
660	2009/05/12	02:55:43	55.7
661	2009/05/12	02:55:44	56.7
662	2009/05/12	02:55:45	59.1
663	2009/05/12	02:55:46	59.4
664	2009/05/12	02:55:47	60.1
665	2009/05/12	02:55:48	60.4
666	2009/05/12	02:55:49	62.8
667	2009/05/12	02:55:50	64.5
668	2009/05/12	02:55:51	68.0
669	2009/05/12	02:55:52	72.5
670	2009/05/12	02:55:53	66.3
671	2009/05/12	02:55:54	67.3
672	2009/05/12	02:55:55	71.9
673	2009/05/12	02:55:56	75.6
674	2009/05/12	02:55:57	68.0
675	2009/05/12	02:55:58	61.8
676	2009/05/12	02:55:59	60.3
677	2009/05/12	02:56:00	62.0
678	2009/05/12	02:56:01	68.1
679	2009/05/12	02:56:02	72.4

680	2009/05/12	02:56:03	67.5
681	2009/05/12	02:56:04	66.8
682	2009/05/12	02:56:05	70.8
683	2009/05/12	02:56:06	69.1
684	2009/05/12	02:56:07	68.6
685	2009/05/12	02:56:08	69.7
686	2009/05/12	02:56:09	64.0
687	2009/05/12	02:56:10	65.9
688	2009/05/12	02:56:11	68.2
689	2009/05/12	02:56:12	69.6
690	2009/05/12	02:56:13	70.4
691	2009/05/12	02:56:14	69.4
692	2009/05/12	02:56:15	68.9
693	2009/05/12	02:56:16	68.4
694	2009/05/12	02:56:17	70.0
695	2009/05/12	02:56:18	70.4
696	2009/05/12	02:56:19	68.8
697	2009/05/12	02:56:20	67.1
698	2009/05/12	02:56:21	69.1
699	2009/05/12	02:56:22	65.4
700	2009/05/12	02:56:23	64.2
701	2009/05/12	02:56:24	60.7
702	2009/05/12	02:56:25	63.8
703	2009/05/12	02:56:26	62.7
704	2009/05/12	02:56:27	62.3
705	2009/05/12	02:56:28	64.3
706	2009/05/12	02:56:29	62.3
707	2009/05/12	02:56:30	62.1
708	2009/05/12	02:56:31	62.5
709	2009/05/12	02:56:32	65.9
710	2009/05/12	02:56:33	64.1
711	2009/05/12	02:56:34	66.6
712	2009/05/12	02:56:35	63.8
713	2009/05/12	02:56:36	64.1
714	2009/05/12	02:56:37	66.2
715	2009/05/12	02:56:38	69.2
716	2009/05/12	02:56:39	67.7
717	2009/05/12	02:56:40	67.8
718	2009/05/12	02:56:41	69.2
719	2009/05/12	02:56:42	67.3
720	2009/05/12	02:56:43	64.6
721	2009/05/12	02:56:44	63.3
722	2009/05/12	02:56:45	59.9
723	2009/05/12	02:56:46	59.1
724	2009/05/12	02:56:47	61.0
725	2009/05/12	02:56:48	59.5
726	2009/05/12	02:56:49	59.1
727	2009/05/12	02:56:50	59.8
728	2009/05/12	02:56:51	62.4
729	2009/05/12	02:56:52	66.7
730	2009/05/12	02:56:53	69.3
731	2009/05/12	02:56:54	71.8
732	2009/05/12	02:56:55	71.1
733	2009/05/12	02:56:56	65.3
734	2009/05/12	02:56:57	61.9
735	2009/05/12	02:56:58	60.2
736	2009/05/12	02:56:59	62.2
737	2009/05/12	02:57:00	62.7
738	2009/05/12	02:57:01	66.2
739	2009/05/12	02:57:02	69.4
740	2009/05/12	02:57:03	74.4
741	2009/05/12	02:57:04	79.6
742	2009/05/12	02:57:05	77.2
743	2009/05/12	02:57:06	75.1
744	2009/05/12	02:57:07	78.1
745	2009/05/12	02:57:08	77.5
746	2009/05/12	02:57:09	73.5
747	2009/05/12	02:57:10	69.3
748	2009/05/12	02:57:11	68.7
749	2009/05/12	02:57:12	68.7
750	2009/05/12	02:57:13	71.6
751	2009/05/12	02:57:14	76.2
752	2009/05/12	02:57:15	80.6
753	2009/05/12	02:57:16	85.0
754	2009/05/12	02:57:17	76.3
755	2009/05/12	02:57:18	75.1
756	2009/05/12	02:57:19	72.3
757	2009/05/12	02:57:20	69.5
758	2009/05/12	02:57:21	70.0
759	2009/05/12	02:57:22	72.6
760	2009/05/12	02:57:23	76.2
761	2009/05/12	02:57:24	73.5
762	2009/05/12	02:57:25	71.8
763	2009/05/12	02:57:26	68.8
764	2009/05/12	02:57:27	67.1
765	2009/05/12	02:57:28	69.7
766	2009/05/12	02:57:29	74.5
767	2009/05/12	02:57:30	74.8
768	2009/05/12	02:57:31	67.5
769	2009/05/12	02:57:32	62.7
770	2009/05/12	02:57:33	59.8
771	2009/05/12	02:57:34	58.6
772	2009/05/12	02:57:35	57.3
773	2009/05/12	02:57:36	56.1
774	2009/05/12	02:57:37	55.2
775	2009/05/12	02:57:38	54.5
776	2009/05/12	02:57:39	54.1
777	2009/05/12	02:57:40	55.3
778	2009/05/12	02:57:41	57.3

779	2009/05/12	02:57:42	57.3
780	2009/05/12	02:57:43	58.8
781	2009/05/12	02:57:44	60.8
782	2009/05/12	02:57:45	62.8
783	2009/05/12	02:57:46	64.9
784	2009/05/12	02:57:47	68.7
785	2009/05/12	02:57:48	66.9
786	2009/05/12	02:57:49	64.1
787	2009/05/12	02:57:50	64.2
788	2009/05/12	02:57:51	67.6
789	2009/05/12	02:57:52	70.9
790	2009/05/12	02:57:53	70.2
791	2009/05/12	02:57:54	70.6
792	2009/05/12	02:57:55	74.0
793	2009/05/12	02:57:56	68.2
794	2009/05/12	02:57:57	63.6
795	2009/05/12	02:57:58	62.2
796	2009/05/12	02:57:59	61.5
797	2009/05/12	02:58:00	62.1
798	2009/05/12	02:58:01	63.5
799	2009/05/12	02:58:02	66.1
800	2009/05/12	02:58:03	70.5
801	2009/05/12	02:58:04	78.1
802	2009/05/12	02:58:05	76.7
803	2009/05/12	02:58:06	66.4
804	2009/05/12	02:58:07	67.4
805	2009/05/12	02:58:08	69.3
806	2009/05/12	02:58:09	74.6
807	2009/05/12	02:58:10	67.1
808	2009/05/12	02:58:11	61.4
809	2009/05/12	02:58:12	61.8
810	2009/05/12	02:58:13	61.1
811	2009/05/12	02:58:14	62.8
812	2009/05/12	02:58:15	65.7
813	2009/05/12	02:58:16	66.5
814	2009/05/12	02:58:17	67.2
815	2009/05/12	02:58:18	65.5
816	2009/05/12	02:58:19	64.8
817	2009/05/12	02:58:20	63.0
818	2009/05/12	02:58:21	64.4
819	2009/05/12	02:58:22	61.3
820	2009/05/12	02:58:23	60.6
821	2009/05/12	02:58:24	59.0
822	2009/05/12	02:58:25	60.4
823	2009/05/12	02:58:26	61.5
824	2009/05/12	02:58:27	65.1
825	2009/05/12	02:58:28	69.6
826	2009/05/12	02:58:29	75.8
827	2009/05/12	02:58:30	72.6
828	2009/05/12	02:58:31	69.2
829	2009/05/12	02:58:32	68.4
830	2009/05/12	02:58:33	66.2
831	2009/05/12	02:58:34	66.7
832	2009/05/12	02:58:35	68.4
833	2009/05/12	02:58:36	75.1
834	2009/05/12	02:58:37	69.2
835	2009/05/12	02:58:38	64.2
836	2009/05/12	02:58:39	61.5
837	2009/05/12	02:58:40	63.1
838	2009/05/12	02:58:41	65.4
839	2009/05/12	02:58:42	68.4
840	2009/05/12	02:58:43	70.2
841	2009/05/12	02:58:44	73.0
842	2009/05/12	02:58:45	72.5
843	2009/05/12	02:58:46	66.8
844	2009/05/12	02:58:47	64.0
845	2009/05/12	02:58:48	63.7
846	2009/05/12	02:58:49	63.9
847	2009/05/12	02:58:50	62.4
848	2009/05/12	02:58:51	62.5
849	2009/05/12	02:58:52	63.6
850	2009/05/12	02:58:53	65.8
851	2009/05/12	02:58:54	69.6
852	2009/05/12	02:58:55	75.4
853	2009/05/12	02:58:56	74.0
854	2009/05/12	02:58:57	74.3
855	2009/05/12	02:58:58	67.0
856	2009/05/12	02:58:59	63.8
857	2009/05/12	02:59:00	65.9
858	2009/05/12	02:59:01	68.1
859	2009/05/12	02:59:02	72.0
860	2009/05/12	02:59:03	71.6
861	2009/05/12	02:59:04	65.0
862	2009/05/12	02:59:05	60.5
863	2009/05/12	02:59:06	57.8
864	2009/05/12	02:59:07	55.8
865	2009/05/12	02:59:08	57.1
866	2009/05/12	02:59:09	63.1
867	2009/05/12	02:59:10	65.7
868	2009/05/12	02:59:11	69.1
869	2009/05/12	02:59:12	71.3
870	2009/05/12	02:59:13	66.8
871	2009/05/12	02:59:14	62.3
872	2009/05/12	02:59:15	57.8
873	2009/05/12	02:59:16	56.3
874	2009/05/12	02:59:17	59.4
875	2009/05/12	02:59:18	62.8
876	2009/05/12	02:59:19	65.7
877	2009/05/12	02:59:20	71.6

878	2009/05/12	02:59:21	70.6
879	2009/05/12	02:59:22	64.6
880	2009/05/12	02:59:23	59.4
881	2009/05/12	02:59:24	58.9
882	2009/05/12	02:59:25	60.4
883	2009/05/12	02:59:26	62.5
884	2009/05/12	02:59:27	62.9
885	2009/05/12	02:59:28	63.9
886	2009/05/12	02:59:29	64.1
887	2009/05/12	02:59:30	63.8
888	2009/05/12	02:59:31	65.4
889	2009/05/12	02:59:32	67.0
890	2009/05/12	02:59:33	67.9
891	2009/05/12	02:59:34	69.7
892	2009/05/12	02:59:35	69.5
893	2009/05/12	02:59:36	69.5
894	2009/05/12	02:59:37	70.2
895	2009/05/12	02:59:38	70.7
896	2009/05/12	02:59:39	71.2
897	2009/05/12	02:59:40	71.3
898	2009/05/12	02:59:41	71.2
899	2009/05/12	02:59:42	70.8
900	2009/05/12	02:59:43	68.7

Location #4 - A Street

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 67.3 - 2009/05/12 03:13:18
- Level Range : 40-100
- SEL : 83.1
- Leq : 53.6
-

No.s	Date Time	(dB)
1	2009/05/12 03:10:07	57.0
2	2009/05/12 03:10:08	56.5
3	2009/05/12 03:10:09	58.1
4	2009/05/12 03:10:10	55.8
5	2009/05/12 03:10:11	56.9
6	2009/05/12 03:10:12	52.3
7	2009/05/12 03:10:13	54.1
8	2009/05/12 03:10:14	52.6
9	2009/05/12 03:10:15	53.0
10	2009/05/12 03:10:16	48.3
11	2009/05/12 03:10:17	48.9
12	2009/05/12 03:10:18	47.7
13	2009/05/12 03:10:19	47.6
14	2009/05/12 03:10:20	48.2
15	2009/05/12 03:10:21	48.4
16	2009/05/12 03:10:22	48.3
17	2009/05/12 03:10:23	51.5
18	2009/05/12 03:10:24	52.7
19	2009/05/12 03:10:25	57.7
20	2009/05/12 03:10:26	55.1
21	2009/05/12 03:10:27	56.3
22	2009/05/12 03:10:28	55.7
23	2009/05/12 03:10:29	54.8
24	2009/05/12 03:10:30	54.4
25	2009/05/12 03:10:31	56.3
26	2009/05/12 03:10:32	48.1
27	2009/05/12 03:10:33	47.0
28	2009/05/12 03:10:34	46.9
29	2009/05/12 03:10:35	46.5
30	2009/05/12 03:10:36	46.4
31	2009/05/12 03:10:37	48.6
32	2009/05/12 03:10:38	48.9
33	2009/05/12 03:10:39	54.2
34	2009/05/12 03:10:40	55.9
35	2009/05/12 03:10:41	53.0
36	2009/05/12 03:10:42	49.5
37	2009/05/12 03:10:43	46.0
38	2009/05/12 03:10:44	45.5
39	2009/05/12 03:10:45	45.9
40	2009/05/12 03:10:46	46.5
41	2009/05/12 03:10:47	46.3
42	2009/05/12 03:10:48	46.1
43	2009/05/12 03:10:49	46.1
44	2009/05/12 03:10:50	46.9
45	2009/05/12 03:10:51	47.8
46	2009/05/12 03:10:52	50.7
47	2009/05/12 03:10:53	49.7
48	2009/05/12 03:10:54	50.5
49	2009/05/12 03:10:55	50.5
50	2009/05/12 03:10:56	50.6
51	2009/05/12 03:10:57	51.6
52	2009/05/12 03:10:58	52.1
53	2009/05/12 03:10:59	53.6
54	2009/05/12 03:11:00	53.6
55	2009/05/12 03:11:01	50.7
56	2009/05/12 03:11:02	51.2
57	2009/05/12 03:11:03	51.9
58	2009/05/12 03:11:04	57.0
59	2009/05/12 03:11:05	59.2
60	2009/05/12 03:11:06	62.1
61	2009/05/12 03:11:07	62.2
62	2009/05/12 03:11:08	59.3
63	2009/05/12 03:11:09	56.2
64	2009/05/12 03:11:10	50.6
65	2009/05/12 03:11:11	48.2
66	2009/05/12 03:11:12	49.3
67	2009/05/12 03:11:13	51.2
68	2009/05/12 03:11:14	52.8
69	2009/05/12 03:11:15	55.2
70	2009/05/12 03:11:16	52.2
71	2009/05/12 03:11:17	49.9
72	2009/05/12 03:11:18	52.4
73	2009/05/12 03:11:19	51.3
74	2009/05/12 03:11:20	49.0
75	2009/05/12 03:11:21	47.2
76	2009/05/12 03:11:22	47.4
77	2009/05/12 03:11:23	46.7
78	2009/05/12 03:11:24	48.8
79	2009/05/12 03:11:25	51.7
80	2009/05/12 03:11:26	49.5
81	2009/05/12 03:11:27	55.4
82	2009/05/12 03:11:28	55.2
83	2009/05/12 03:11:29	51.7
84	2009/05/12 03:11:30	50.4
85	2009/05/12 03:11:31	50.6

86	2009/05/12	03:11:32	54.2
87	2009/05/12	03:11:33	55.8
88	2009/05/12	03:11:34	58.1
89	2009/05/12	03:11:35	62.1
90	2009/05/12	03:11:36	63.2
91	2009/05/12	03:11:37	64.4
92	2009/05/12	03:11:38	64.8
93	2009/05/12	03:11:39	62.3
94	2009/05/12	03:11:40	57.7
95	2009/05/12	03:11:41	53.2
96	2009/05/12	03:11:42	54.2
97	2009/05/12	03:11:43	51.5
98	2009/05/12	03:11:44	53.2
99	2009/05/12	03:11:45	53.9
100	2009/05/12	03:11:46	58.0
101	2009/05/12	03:11:47	53.1
102	2009/05/12	03:11:48	55.0
103	2009/05/12	03:11:49	60.3
104	2009/05/12	03:11:50	57.5
105	2009/05/12	03:11:51	51.4
106	2009/05/12	03:11:52	51.4
107	2009/05/12	03:11:53	52.1
108	2009/05/12	03:11:54	51.3
109	2009/05/12	03:11:55	54.4
110	2009/05/12	03:11:56	52.3
111	2009/05/12	03:11:57	53.5
112	2009/05/12	03:11:58	52.7
113	2009/05/12	03:11:59	51.6
114	2009/05/12	03:12:00	54.2
115	2009/05/12	03:12:01	52.3
116	2009/05/12	03:12:02	50.7
117	2009/05/12	03:12:03	51.4
118	2009/05/12	03:12:04	50.6
119	2009/05/12	03:12:05	52.2
120	2009/05/12	03:12:06	49.1
121	2009/05/12	03:12:07	46.6
122	2009/05/12	03:12:08	45.6
123	2009/05/12	03:12:09	44.9
124	2009/05/12	03:12:10	45.1
125	2009/05/12	03:12:11	44.7
126	2009/05/12	03:12:12	46.4
127	2009/05/12	03:12:13	44.1
128	2009/05/12	03:12:14	44.1
129	2009/05/12	03:12:15	44.3
130	2009/05/12	03:12:16	47.6
131	2009/05/12	03:12:17	45.7
132	2009/05/12	03:12:18	43.4
133	2009/05/12	03:12:19	45.8
134	2009/05/12	03:12:20	48.6
135	2009/05/12	03:12:21	48.4
136	2009/05/12	03:12:22	48.4
137	2009/05/12	03:12:23	49.7
138	2009/05/12	03:12:24	52.9
139	2009/05/12	03:12:25	53.4
140	2009/05/12	03:12:26	51.0
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143	2009/05/12	03:12:29	47.0
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146	2009/05/12	03:12:32	56.3
147	2009/05/12	03:12:33	55.2
148	2009/05/12	03:12:34	53.6
149	2009/05/12	03:12:35	57.8
150	2009/05/12	03:12:36	51.7
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152	2009/05/12	03:12:38	56.4
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583	2009/05/12	03:19:49	61.0
584	2009/05/12	03:19:50	56.5
585	2009/05/12	03:19:51	54.6
586	2009/05/12	03:19:52	48.8
587	2009/05/12	03:19:53	47.2
588	2009/05/12	03:19:54	48.2
589	2009/05/12	03:19:55	50.3
590	2009/05/12	03:19:56	55.0
591	2009/05/12	03:19:57	54.5
592	2009/05/12	03:19:58	51.5
593	2009/05/12	03:19:59	55.2
594	2009/05/12	03:20:00	51.9
595	2009/05/12	03:20:01	48.3
596	2009/05/12	03:20:02	49.3
597	2009/05/12	03:20:03	49.0
598	2009/05/12	03:20:04	52.0
599	2009/05/12	03:20:05	49.0
600	2009/05/12	03:20:06	49.9
601	2009/05/12	03:20:07	52.8
602	2009/05/12	03:20:08	54.1
603	2009/05/12	03:20:09	57.8
604	2009/05/12	03:20:10	58.2
605	2009/05/12	03:20:11	58.1
606	2009/05/12	03:20:12	58.9
607	2009/05/12	03:20:13	59.2
608	2009/05/12	03:20:14	58.6
609	2009/05/12	03:20:15	57.3
610	2009/05/12	03:20:16	57.6
611	2009/05/12	03:20:17	60.6
612	2009/05/12	03:20:18	57.5
613	2009/05/12	03:20:19	55.0
614	2009/05/12	03:20:20	52.7
615	2009/05/12	03:20:21	46.4
616	2009/05/12	03:20:22	46.5
617	2009/05/12	03:20:23	43.9
618	2009/05/12	03:20:24	44.4
619	2009/05/12	03:20:25	46.0
620	2009/05/12	03:20:26	47.1
621	2009/05/12	03:20:27	46.9
622	2009/05/12	03:20:28	47.6
623	2009/05/12	03:20:29	54.3
624	2009/05/12	03:20:30	50.3
625	2009/05/12	03:20:31	52.0
626	2009/05/12	03:20:32	49.3
627	2009/05/12	03:20:33	47.3
628	2009/05/12	03:20:34	46.1
629	2009/05/12	03:20:35	46.2
630	2009/05/12	03:20:36	46.5
631	2009/05/12	03:20:37	53.2
632	2009/05/12	03:20:38	50.9
633	2009/05/12	03:20:39	52.1
634	2009/05/12	03:20:40	51.9
635	2009/05/12	03:20:41	52.7
636	2009/05/12	03:20:42	51.7
637	2009/05/12	03:20:43	47.9
638	2009/05/12	03:20:44	45.7
639	2009/05/12	03:20:45	43.7
640	2009/05/12	03:20:46	43.7
641	2009/05/12	03:20:47	42.8
642	2009/05/12	03:20:48	43.4
643	2009/05/12	03:20:49	43.1
644	2009/05/12	03:20:50	42.7
645	2009/05/12	03:20:51	43.1
646	2009/05/12	03:20:52	44.8
647	2009/05/12	03:20:53	46.0
648	2009/05/12	03:20:54	52.9
649	2009/05/12	03:20:55	53.2
650	2009/05/12	03:20:56	60.8
651	2009/05/12	03:20:57	52.5
652	2009/05/12	03:20:58	48.3
653	2009/05/12	03:20:59	52.8
654	2009/05/12	03:21:00	49.9
655	2009/05/12	03:21:01	48.0
656	2009/05/12	03:21:02	46.3
657	2009/05/12	03:21:03	44.9
658	2009/05/12	03:21:04	43.0
659	2009/05/12	03:21:05	42.1
660	2009/05/12	03:21:06	41.7
661	2009/05/12	03:21:07	41.8
662	2009/05/12	03:21:08	41.3
663	2009/05/12	03:21:09	42.6
664	2009/05/12	03:21:10	41.9
665	2009/05/12	03:21:11	42.5
666	2009/05/12	03:21:12	42.4
667	2009/05/12	03:21:13	43.2
668	2009/05/12	03:21:14	42.7
669	2009/05/12	03:21:15	43.8
670	2009/05/12	03:21:16	45.0
671	2009/05/12	03:21:17	45.4
672	2009/05/12	03:21:18	46.9
673	2009/05/12	03:21:19	49.3
674	2009/05/12	03:21:20	46.0
675	2009/05/12	03:21:21	46.4
676	2009/05/12	03:21:22	49.1
677	2009/05/12	03:21:23	49.2
678	2009/05/12	03:21:24	47.7
679	2009/05/12	03:21:25	47.5

680	2009/05/12	03:21:26	46.8
681	2009/05/12	03:21:27	51.8
682	2009/05/12	03:21:28	50.0
683	2009/05/12	03:21:29	46.4
684	2009/05/12	03:21:30	45.0
685	2009/05/12	03:21:31	45.4
686	2009/05/12	03:21:32	45.0
687	2009/05/12	03:21:33	50.0
688	2009/05/12	03:21:34	49.2
689	2009/05/12	03:21:35	47.5
690	2009/05/12	03:21:36	45.9
691	2009/05/12	03:21:37	44.7
692	2009/05/12	03:21:38	43.7
693	2009/05/12	03:21:39	45.0
694	2009/05/12	03:21:40	46.1
695	2009/05/12	03:21:41	49.2
696	2009/05/12	03:21:42	47.3
697	2009/05/12	03:21:43	50.5
698	2009/05/12	03:21:44	53.1
699	2009/05/12	03:21:45	56.8
700	2009/05/12	03:21:46	57.1
701	2009/05/12	03:21:47	57.5
702	2009/05/12	03:21:48	53.1
703	2009/05/12	03:21:49	50.2
704	2009/05/12	03:21:50	52.6
705	2009/05/12	03:21:51	52.4
706	2009/05/12	03:21:52	49.5
707	2009/05/12	03:21:53	51.1
708	2009/05/12	03:21:54	53.4
709	2009/05/12	03:21:55	56.2
710	2009/05/12	03:21:56	54.4
711	2009/05/12	03:21:57	51.5
712	2009/05/12	03:21:58	47.7
713	2009/05/12	03:21:59	52.5
714	2009/05/12	03:22:00	51.1
715	2009/05/12	03:22:01	53.3
716	2009/05/12	03:22:02	51.7
717	2009/05/12	03:22:03	54.4
718	2009/05/12	03:22:04	54.5
719	2009/05/12	03:22:05	50.8
720	2009/05/12	03:22:06	50.4
721	2009/05/12	03:22:07	48.5
722	2009/05/12	03:22:08	49.0
723	2009/05/12	03:22:09	49.1
724	2009/05/12	03:22:10	50.2
725	2009/05/12	03:22:11	50.5
726	2009/05/12	03:22:12	54.6
727	2009/05/12	03:22:13	55.8
728	2009/05/12	03:22:14	53.7
729	2009/05/12	03:22:15	50.5
730	2009/05/12	03:22:16	49.0
731	2009/05/12	03:22:17	45.9
732	2009/05/12	03:22:18	44.9
733	2009/05/12	03:22:19	44.5
734	2009/05/12	03:22:20	44.2
735	2009/05/12	03:22:21	44.9
736	2009/05/12	03:22:22	44.6
737	2009/05/12	03:22:23	45.6
738	2009/05/12	03:22:24	45.8
739	2009/05/12	03:22:25	44.2
740	2009/05/12	03:22:26	44.8
741	2009/05/12	03:22:27	46.1
742	2009/05/12	03:22:28	48.2
743	2009/05/12	03:22:29	50.6
744	2009/05/12	03:22:30	56.9
745	2009/05/12	03:22:31	57.8
746	2009/05/12	03:22:32	58.0
747	2009/05/12	03:22:33	56.1
748	2009/05/12	03:22:34	55.7
749	2009/05/12	03:22:35	52.0
750	2009/05/12	03:22:36	54.4
751	2009/05/12	03:22:37	56.4
752	2009/05/12	03:22:38	56.3
753	2009/05/12	03:22:39	46.9
754	2009/05/12	03:22:40	45.6
755	2009/05/12	03:22:41	46.2
756	2009/05/12	03:22:42	47.6
757	2009/05/12	03:22:43	47.3
758	2009/05/12	03:22:44	46.4
759	2009/05/12	03:22:45	48.9
760	2009/05/12	03:22:46	47.1
761	2009/05/12	03:22:47	45.9
762	2009/05/12	03:22:48	46.9
763	2009/05/12	03:22:49	48.5
764	2009/05/12	03:22:50	49.2
765	2009/05/12	03:22:51	55.2
766	2009/05/12	03:22:52	53.1
767	2009/05/12	03:22:53	58.8
768	2009/05/12	03:22:54	53.6
769	2009/05/12	03:22:55	56.0
770	2009/05/12	03:22:56	50.5
771	2009/05/12	03:22:57	50.5
772	2009/05/12	03:22:58	52.1
773	2009/05/12	03:22:59	51.2
774	2009/05/12	03:23:00	48.9
775	2009/05/12	03:23:01	49.2
776	2009/05/12	03:23:02	49.8
777	2009/05/12	03:23:03	50.3
778	2009/05/12	03:23:04	49.5

779	2009/05/12	03:23:05	50.1
780	2009/05/12	03:23:06	50.5
781	2009/05/12	03:23:07	49.8
782	2009/05/12	03:23:08	51.4
783	2009/05/12	03:23:09	49.8
784	2009/05/12	03:23:10	49.7
785	2009/05/12	03:23:11	51.0
786	2009/05/12	03:23:12	51.6
787	2009/05/12	03:23:13	54.0
788	2009/05/12	03:23:14	54.8
789	2009/05/12	03:23:15	59.0
790	2009/05/12	03:23:16	61.8
791	2009/05/12	03:23:17	62.7
792	2009/05/12	03:23:18	61.2
793	2009/05/12	03:23:19	60.0
794	2009/05/12	03:23:20	57.3
795	2009/05/12	03:23:21	57.4
796	2009/05/12	03:23:22	53.5
797	2009/05/12	03:23:23	51.7
798	2009/05/12	03:23:24	56.7
799	2009/05/12	03:23:25	52.0
800	2009/05/12	03:23:26	55.1
801	2009/05/12	03:23:27	54.0
802	2009/05/12	03:23:28	56.8
803	2009/05/12	03:23:29	53.5
804	2009/05/12	03:23:30	55.2
805	2009/05/12	03:23:31	59.6
806	2009/05/12	03:23:32	49.1
807	2009/05/12	03:23:33	49.2
808	2009/05/12	03:23:34	50.9
809	2009/05/12	03:23:35	57.7
810	2009/05/12	03:23:36	47.4
811	2009/05/12	03:23:37	46.3
812	2009/05/12	03:23:38	49.7
813	2009/05/12	03:23:39	54.4
814	2009/05/12	03:23:40	55.0
815	2009/05/12	03:23:41	49.2
816	2009/05/12	03:23:42	46.3
817	2009/05/12	03:23:43	47.4
818	2009/05/12	03:23:44	46.0
819	2009/05/12	03:23:45	43.7
820	2009/05/12	03:23:46	43.1
821	2009/05/12	03:23:47	42.9
822	2009/05/12	03:23:48	42.3
823	2009/05/12	03:23:49	42.7
824	2009/05/12	03:23:50	42.7
825	2009/05/12	03:23:51	43.4
826	2009/05/12	03:23:52	47.2
827	2009/05/12	03:23:53	43.8
828	2009/05/12	03:23:54	47.6
829	2009/05/12	03:23:55	54.0
830	2009/05/12	03:23:56	53.4
831	2009/05/12	03:23:57	53.9
832	2009/05/12	03:23:58	52.3
833	2009/05/12	03:23:59	49.5
834	2009/05/12	03:24:00	50.4
835	2009/05/12	03:24:01	50.6
836	2009/05/12	03:24:02	49.6
837	2009/05/12	03:24:03	52.5
838	2009/05/12	03:24:04	57.7
839	2009/05/12	03:24:05	57.0
840	2009/05/12	03:24:06	54.7
841	2009/05/12	03:24:07	51.2
842	2009/05/12	03:24:08	46.8
843	2009/05/12	03:24:09	46.0
844	2009/05/12	03:24:10	45.5
845	2009/05/12	03:24:11	46.0
846	2009/05/12	03:24:12	49.7
847	2009/05/12	03:24:13	48.6
848	2009/05/12	03:24:14	45.4
849	2009/05/12	03:24:15	45.3
850	2009/05/12	03:24:16	48.3
851	2009/05/12	03:24:17	49.8
852	2009/05/12	03:24:18	53.6
853	2009/05/12	03:24:19	49.4
854	2009/05/12	03:24:20	45.9
855	2009/05/12	03:24:21	51.5
856	2009/05/12	03:24:22	48.6
857	2009/05/12	03:24:23	48.2
858	2009/05/12	03:24:24	49.7
859	2009/05/12	03:24:25	50.6
860	2009/05/12	03:24:26	50.5
861	2009/05/12	03:24:27	52.1
862	2009/05/12	03:24:28	56.3
863	2009/05/12	03:24:29	56.8
864	2009/05/12	03:24:30	59.8
865	2009/05/12	03:24:31	62.9
866	2009/05/12	03:24:32	63.1
867	2009/05/12	03:24:33	61.4
868	2009/05/12	03:24:34	57.8
869	2009/05/12	03:24:35	53.9
870	2009/05/12	03:24:36	50.9
871	2009/05/12	03:24:37	54.0
872	2009/05/12	03:24:38	55.2
873	2009/05/12	03:24:39	59.3
874	2009/05/12	03:24:40	53.5
875	2009/05/12	03:24:41	54.1
876	2009/05/12	03:24:42	57.2
877	2009/05/12	03:24:43	55.1

878	2009/05/12	03:24:44	59.5
879	2009/05/12	03:24:45	57.6
880	2009/05/12	03:24:46	55.4
881	2009/05/12	03:24:47	50.0
882	2009/05/12	03:24:48	54.0
883	2009/05/12	03:24:49	51.5
884	2009/05/12	03:24:50	46.5
885	2009/05/12	03:24:51	48.1
886	2009/05/12	03:24:52	45.6
887	2009/05/12	03:24:53	48.6
888	2009/05/12	03:24:54	50.5
889	2009/05/12	03:24:55	55.5
890	2009/05/12	03:24:56	47.4
891	2009/05/12	03:24:57	43.4
892	2009/05/12	03:24:58	43.6
893	2009/05/12	03:24:59	46.9
894	2009/05/12	03:25:00	46.1
895	2009/05/12	03:25:01	45.0
896	2009/05/12	03:25:02	45.3
897	2009/05/12	03:25:03	48.7
898	2009/05/12	03:25:04	48.4
899	2009/05/12	03:25:05	53.2
900	2009/05/12	03:25:06	50.4

Location #5 – Bonita Avenue

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 80.0 - 2009/05/12 10:18:21
- Level Range : 40-100
- SEL : 97.7
- Leq : 68.2
-

No.s	Date Time	(dB)
1	2009/05/12 10:14:14	70.9
2	2009/05/12 10:14:15	69.1
3	2009/05/12 10:14:16	72.8
4	2009/05/12 10:14:17	74.4
5	2009/05/12 10:14:18	67.7
6	2009/05/12 10:14:19	72.7
7	2009/05/12 10:14:20	67.0
8	2009/05/12 10:14:21	71.3
9	2009/05/12 10:14:22	70.7
10	2009/05/12 10:14:23	64.1
11	2009/05/12 10:14:24	63.7
12	2009/05/12 10:14:25	63.0
13	2009/05/12 10:14:26	72.2
14	2009/05/12 10:14:27	66.8
15	2009/05/12 10:14:28	66.7
16	2009/05/12 10:14:29	73.1
17	2009/05/12 10:14:30	64.0
18	2009/05/12 10:14:31	59.1
19	2009/05/12 10:14:32	56.1
20	2009/05/12 10:14:33	56.3
21	2009/05/12 10:14:34	53.0
22	2009/05/12 10:14:35	52.1
23	2009/05/12 10:14:36	51.4
24	2009/05/12 10:14:37	51.4
25	2009/05/12 10:14:38	50.8
26	2009/05/12 10:14:39	50.9
27	2009/05/12 10:14:40	51.0
28	2009/05/12 10:14:41	50.7
29	2009/05/12 10:14:42	50.0
30	2009/05/12 10:14:43	51.0
31	2009/05/12 10:14:44	51.0
32	2009/05/12 10:14:45	51.9
33	2009/05/12 10:14:46	52.4
34	2009/05/12 10:14:47	54.7
35	2009/05/12 10:14:48	56.7
36	2009/05/12 10:14:49	59.1
37	2009/05/12 10:14:50	62.4
38	2009/05/12 10:14:51	69.6
39	2009/05/12 10:14:52	66.0
40	2009/05/12 10:14:53	67.0
41	2009/05/12 10:14:54	71.6
42	2009/05/12 10:14:55	73.9
43	2009/05/12 10:14:56	69.8
44	2009/05/12 10:14:57	71.3
45	2009/05/12 10:14:58	69.2
46	2009/05/12 10:14:59	68.3
47	2009/05/12 10:15:00	68.7
48	2009/05/12 10:15:01	66.5
49	2009/05/12 10:15:02	62.7
50	2009/05/12 10:15:03	62.8
51	2009/05/12 10:15:04	63.9
52	2009/05/12 10:15:05	69.8
53	2009/05/12 10:15:06	71.4
54	2009/05/12 10:15:07	68.5
55	2009/05/12 10:15:08	64.9
56	2009/05/12 10:15:09	69.4
57	2009/05/12 10:15:10	71.8
58	2009/05/12 10:15:11	63.4
59	2009/05/12 10:15:12	62.9
60	2009/05/12 10:15:13	64.5
61	2009/05/12 10:15:14	70.9
62	2009/05/12 10:15:15	68.2
63	2009/05/12 10:15:16	72.5
64	2009/05/12 10:15:17	66.5
65	2009/05/12 10:15:18	72.8
66	2009/05/12 10:15:19	67.9
67	2009/05/12 10:15:20	72.6
68	2009/05/12 10:15:21	68.3
69	2009/05/12 10:15:22	75.4
70	2009/05/12 10:15:23	66.2
71	2009/05/12 10:15:24	65.3
72	2009/05/12 10:15:25	70.1
73	2009/05/12 10:15:26	71.8
74	2009/05/12 10:15:27	71.6
75	2009/05/12 10:15:28	71.8
76	2009/05/12 10:15:29	65.2
77	2009/05/12 10:15:30	63.5
78	2009/05/12 10:15:31	64.4
79	2009/05/12 10:15:32	69.2
80	2009/05/12 10:15:33	70.6
81	2009/05/12 10:15:34	64.7
82	2009/05/12 10:15:35	66.8
83	2009/05/12 10:15:36	70.6
84	2009/05/12 10:15:37	64.7
85	2009/05/12 10:15:38	70.1

86	2009/05/12 10:15:39	67.4
87	2009/05/12 10:15:40	70.0
88	2009/05/12 10:15:41	71.9
89	2009/05/12 10:15:42	67.2
90	2009/05/12 10:15:43	66.6
91	2009/05/12 10:15:44	72.6
92	2009/05/12 10:15:45	64.2
93	2009/05/12 10:15:46	59.1
94	2009/05/12 10:15:47	57.6
95	2009/05/12 10:15:48	55.9
96	2009/05/12 10:15:49	54.3
97	2009/05/12 10:15:50	52.4
98	2009/05/12 10:15:51	52.2
99	2009/05/12 10:15:52	53.2
100	2009/05/12 10:15:53	52.0
101	2009/05/12 10:15:54	48.5
102	2009/05/12 10:15:55	52.6
103	2009/05/12 10:15:56	48.6
104	2009/05/12 10:15:57	49.5
105	2009/05/12 10:15:58	51.4
106	2009/05/12 10:15:59	53.4
107	2009/05/12 10:16:00	49.9
108	2009/05/12 10:16:01	50.9
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556	2009/05/12 10:23:29	68.7
557	2009/05/12 10:23:30	72.3
558	2009/05/12 10:23:31	66.2
559	2009/05/12 10:23:32	70.8
560	2009/05/12 10:23:33	76.1
561	2009/05/12 10:23:34	69.5
562	2009/05/12 10:23:35	76.6
563	2009/05/12 10:23:36	71.4
564	2009/05/12 10:23:37	69.6
565	2009/05/12 10:23:38	64.2
566	2009/05/12 10:23:39	60.5
567	2009/05/12 10:23:40	58.1
568	2009/05/12 10:23:41	54.9
569	2009/05/12 10:23:42	53.5
570	2009/05/12 10:23:43	53.0
571	2009/05/12 10:23:44	52.3
572	2009/05/12 10:23:45	52.6
573	2009/05/12 10:23:46	51.9
574	2009/05/12 10:23:47	52.9
575	2009/05/12 10:23:48	54.0
576	2009/05/12 10:23:49	56.7
577	2009/05/12 10:23:50	57.6
578	2009/05/12 10:23:51	58.3
579	2009/05/12 10:23:52	64.7
580	2009/05/12 10:23:53	66.5

581	2009/05/12 10:23:54	56.8
582	2009/05/12 10:23:55	53.9
583	2009/05/12 10:23:56	53.3
584	2009/05/12 10:23:57	53.6
585	2009/05/12 10:23:58	55.2
586	2009/05/12 10:23:59	56.6
587	2009/05/12 10:24:00	59.3
588	2009/05/12 10:24:01	62.5
589	2009/05/12 10:24:02	67.2
590	2009/05/12 10:24:03	70.8
591	2009/05/12 10:24:04	77.2
592	2009/05/12 10:24:05	70.4
593	2009/05/12 10:24:06	74.8
594	2009/05/12 10:24:07	69.8
595	2009/05/12 10:24:08	64.7
596	2009/05/12 10:24:09	67.6
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601	2009/05/12 10:24:14	64.1
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603	2009/05/12 10:24:16	74.8
604	2009/05/12 10:24:17	72.2
605	2009/05/12 10:24:18	70.3
606	2009/05/12 10:24:19	74.8
607	2009/05/12 10:24:20	71.7
608	2009/05/12 10:24:21	69.3
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615	2009/05/12 10:24:28	63.8
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617	2009/05/12 10:24:30	67.4
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619	2009/05/12 10:24:32	69.4
620	2009/05/12 10:24:33	71.7
621	2009/05/12 10:24:34	62.8
622	2009/05/12 10:24:35	58.7
623	2009/05/12 10:24:36	56.6
624	2009/05/12 10:24:37	57.9
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633	2009/05/12 10:24:46	52.7
634	2009/05/12 10:24:47	52.9
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637	2009/05/12 10:24:50	54.2
638	2009/05/12 10:24:51	57.7
639	2009/05/12 10:24:52	61.1
640	2009/05/12 10:24:53	63.1
641	2009/05/12 10:24:54	67.2
642	2009/05/12 10:24:55	72.7
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644	2009/05/12 10:24:57	65.6
645	2009/05/12 10:24:58	59.7
646	2009/05/12 10:24:59	57.8
647	2009/05/12 10:25:00	57.8
648	2009/05/12 10:25:01	59.3
649	2009/05/12 10:25:02	64.7
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653	2009/05/12 10:25:06	67.0
654	2009/05/12 10:25:07	61.1
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657	2009/05/12 10:25:10	60.7
658	2009/05/12 10:25:11	61.8
659	2009/05/12 10:25:12	70.3
660	2009/05/12 10:25:13	68.0
661	2009/05/12 10:25:14	59.7
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663	2009/05/12 10:25:16	52.8
664	2009/05/12 10:25:17	51.5
665	2009/05/12 10:25:18	51.1
666	2009/05/12 10:25:19	50.9
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677	2009/05/12 10:25:30	72.2
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685	2009/05/12 10:25:38	69.6
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696	2009/05/12 10:25:49	59.2
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698	2009/05/12 10:25:51	61.8
699	2009/05/12 10:25:52	64.1
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705	2009/05/12 10:25:58	64.2
706	2009/05/12 10:25:59	67.9
707	2009/05/12 10:26:00	73.2
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715	2009/05/12 10:26:08	64.7
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726	2009/05/12 10:26:19	65.0
727	2009/05/12 10:26:20	68.9
728	2009/05/12 10:26:21	77.5
729	2009/05/12 10:26:22	72.4
730	2009/05/12 10:26:23	72.6
731	2009/05/12 10:26:24	73.8
732	2009/05/12 10:26:25	70.7
733	2009/05/12 10:26:26	65.2
734	2009/05/12 10:26:27	70.3
735	2009/05/12 10:26:28	65.1
736	2009/05/12 10:26:29	71.6
737	2009/05/12 10:26:30	66.1
738	2009/05/12 10:26:31	71.1
739	2009/05/12 10:26:32	65.2
740	2009/05/12 10:26:33	64.6
741	2009/05/12 10:26:34	70.3
742	2009/05/12 10:26:35	69.7
743	2009/05/12 10:26:36	67.4
744	2009/05/12 10:26:37	72.5
745	2009/05/12 10:26:38	64.5
746	2009/05/12 10:26:39	67.2
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748	2009/05/12 10:26:41	66.1
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752	2009/05/12 10:26:45	56.3
753	2009/05/12 10:26:46	56.6
754	2009/05/12 10:26:47	59.6
755	2009/05/12 10:26:48	62.1
756	2009/05/12 10:26:49	65.0
757	2009/05/12 10:26:50	75.0
758	2009/05/12 10:26:51	63.8
759	2009/05/12 10:26:52	59.8
760	2009/05/12 10:26:53	58.1
761	2009/05/12 10:26:54	55.7
762	2009/05/12 10:26:55	56.3
763	2009/05/12 10:26:56	58.0
764	2009/05/12 10:26:57	59.7
765	2009/05/12 10:26:58	64.7
766	2009/05/12 10:26:59	73.8
767	2009/05/12 10:27:00	62.8
768	2009/05/12 10:27:01	58.9
769	2009/05/12 10:27:02	64.7
770	2009/05/12 10:27:03	56.9
771	2009/05/12 10:27:04	57.6
772	2009/05/12 10:27:05	56.0
773	2009/05/12 10:27:06	56.9
774	2009/05/12 10:27:07	61.5
775	2009/05/12 10:27:08	66.6
776	2009/05/12 10:27:09	67.2
777	2009/05/12 10:27:10	72.4
778	2009/05/12 10:27:11	70.3

779	2009/05/12 10:27:12	62.8
780	2009/05/12 10:27:13	58.2
781	2009/05/12 10:27:14	58.2
782	2009/05/12 10:27:15	58.0
783	2009/05/12 10:27:16	61.6
784	2009/05/12 10:27:17	65.2
785	2009/05/12 10:27:18	74.8
786	2009/05/12 10:27:19	62.9
787	2009/05/12 10:27:20	60.7
788	2009/05/12 10:27:21	54.8
789	2009/05/12 10:27:22	54.2
790	2009/05/12 10:27:23	54.7
791	2009/05/12 10:27:24	59.3
792	2009/05/12 10:27:25	60.7
793	2009/05/12 10:27:26	61.4
794	2009/05/12 10:27:27	63.2
795	2009/05/12 10:27:28	65.2
796	2009/05/12 10:27:29	70.6
797	2009/05/12 10:27:30	75.3
798	2009/05/12 10:27:31	77.6
799	2009/05/12 10:27:32	73.3
800	2009/05/12 10:27:33	73.4
801	2009/05/12 10:27:34	64.2
802	2009/05/12 10:27:35	62.6
803	2009/05/12 10:27:36	64.3
804	2009/05/12 10:27:37	71.8
805	2009/05/12 10:27:38	65.9
806	2009/05/12 10:27:39	59.3
807	2009/05/12 10:27:40	56.7
808	2009/05/12 10:27:41	55.4
809	2009/05/12 10:27:42	54.6
810	2009/05/12 10:27:43	55.8
811	2009/05/12 10:27:44	56.1
812	2009/05/12 10:27:45	58.3
813	2009/05/12 10:27:46	61.1
814	2009/05/12 10:27:47	69.5
815	2009/05/12 10:27:48	60.3
816	2009/05/12 10:27:49	57.1
817	2009/05/12 10:27:50	55.7
818	2009/05/12 10:27:51	55.7
819	2009/05/12 10:27:52	57.3
820	2009/05/12 10:27:53	59.5
821	2009/05/12 10:27:54	63.0
822	2009/05/12 10:27:55	68.1
823	2009/05/12 10:27:56	67.4
824	2009/05/12 10:27:57	67.7
825	2009/05/12 10:27:58	71.1
826	2009/05/12 10:27:59	71.5
827	2009/05/12 10:28:00	72.4
828	2009/05/12 10:28:01	68.7
829	2009/05/12 10:28:02	70.9
830	2009/05/12 10:28:03	70.9
831	2009/05/12 10:28:04	69.3
832	2009/05/12 10:28:05	70.3
833	2009/05/12 10:28:06	77.2
834	2009/05/12 10:28:07	67.0
835	2009/05/12 10:28:08	65.9
836	2009/05/12 10:28:09	66.6
837	2009/05/12 10:28:10	63.6
838	2009/05/12 10:28:11	64.9
839	2009/05/12 10:28:12	64.2
840	2009/05/12 10:28:13	66.8
841	2009/05/12 10:28:14	63.8
842	2009/05/12 10:28:15	64.1
843	2009/05/12 10:28:16	68.0
844	2009/05/12 10:28:17	66.0
845	2009/05/12 10:28:18	70.1
846	2009/05/12 10:28:19	72.5
847	2009/05/12 10:28:20	66.3
848	2009/05/12 10:28:21	67.4
849	2009/05/12 10:28:22	65.7
850	2009/05/12 10:28:23	68.4
851	2009/05/12 10:28:24	64.6
852	2009/05/12 10:28:25	65.6
853	2009/05/12 10:28:26	66.5
854	2009/05/12 10:28:27	64.4
855	2009/05/12 10:28:28	68.6
856	2009/05/12 10:28:29	71.4
857	2009/05/12 10:28:30	73.2
858	2009/05/12 10:28:31	74.8
859	2009/05/12 10:28:32	74.6
860	2009/05/12 10:28:33	68.9
861	2009/05/12 10:28:34	72.8
862	2009/05/12 10:28:35	65.3
863	2009/05/12 10:28:36	69.8
864	2009/05/12 10:28:37	65.3
865	2009/05/12 10:28:38	61.5
866	2009/05/12 10:28:39	63.0
867	2009/05/12 10:28:40	67.2
868	2009/05/12 10:28:41	64.9
869	2009/05/12 10:28:42	63.9
870	2009/05/12 10:28:43	67.3
871	2009/05/12 10:28:44	73.2
872	2009/05/12 10:28:45	70.6
873	2009/05/12 10:28:46	69.3
874	2009/05/12 10:28:47	74.7
875	2009/05/12 10:28:48	64.9
876	2009/05/12 10:28:49	65.7
877	2009/05/12 10:28:50	71.7

878	2009/05/12	10:28:51	68.8
879	2009/05/12	10:28:52	76.9
880	2009/05/12	10:28:53	68.8
881	2009/05/12	10:28:54	68.3
882	2009/05/12	10:28:55	61.3
883	2009/05/12	10:28:56	58.5
884	2009/05/12	10:28:57	56.3
885	2009/05/12	10:28:58	54.6
886	2009/05/12	10:28:59	53.0
887	2009/05/12	10:29:00	51.8
888	2009/05/12	10:29:01	51.5
889	2009/05/12	10:29:02	52.5
890	2009/05/12	10:29:03	53.3
891	2009/05/12	10:29:04	54.6
892	2009/05/12	10:29:05	58.0
893	2009/05/12	10:29:06	59.3
894	2009/05/12	10:29:07	67.0
895	2009/05/12	10:29:08	68.6
896	2009/05/12	10:29:09	60.5
897	2009/05/12	10:29:10	61.3
898	2009/05/12	10:29:11	64.9
899	2009/05/12	10:29:12	73.1
900	2009/05/12	10:29:13	67.8

Location #6 - C Street

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 71.0 - 2009/05/12 10:48:25
- Level Range : 40-100
- SEL : 83.7
- Leq : 54.2
-

No.s	Date Time	(dB)
1	2009/05/12 10:36:31	52.8
2	2009/05/12 10:36:32	52.0
3	2009/05/12 10:36:33	51.5
4	2009/05/12 10:36:34	51.8
5	2009/05/12 10:36:35	56.7
6	2009/05/12 10:36:36	52.1
7	2009/05/12 10:36:37	52.3
8	2009/05/12 10:36:38	52.0
9	2009/05/12 10:36:39	51.8
10	2009/05/12 10:36:40	51.5
11	2009/05/12 10:36:41	51.6
12	2009/05/12 10:36:42	51.7
13	2009/05/12 10:36:43	51.8
14	2009/05/12 10:36:44	51.2
15	2009/05/12 10:36:45	51.5
16	2009/05/12 10:36:46	52.4
17	2009/05/12 10:36:47	51.7
18	2009/05/12 10:36:48	51.7
19	2009/05/12 10:36:49	50.8
20	2009/05/12 10:36:50	52.0
21	2009/05/12 10:36:51	51.7
22	2009/05/12 10:36:52	51.9
23	2009/05/12 10:36:53	51.8
24	2009/05/12 10:36:54	51.7
25	2009/05/12 10:36:55	52.4
26	2009/05/12 10:36:56	52.1
27	2009/05/12 10:36:57	52.1
28	2009/05/12 10:36:58	51.7
29	2009/05/12 10:36:59	52.0
30	2009/05/12 10:37:00	52.0
31	2009/05/12 10:37:01	52.1
32	2009/05/12 10:37:02	52.4
33	2009/05/12 10:37:03	51.7
34	2009/05/12 10:37:04	52.7
35	2009/05/12 10:37:05	52.2
36	2009/05/12 10:37:06	51.7
37	2009/05/12 10:37:07	51.3
38	2009/05/12 10:37:08	51.6
39	2009/05/12 10:37:09	51.4
40	2009/05/12 10:37:10	51.1
41	2009/05/12 10:37:11	52.1
42	2009/05/12 10:37:12	51.1
43	2009/05/12 10:37:13	51.6
44	2009/05/12 10:37:14	51.6
45	2009/05/12 10:37:15	52.4
46	2009/05/12 10:37:16	51.3
47	2009/05/12 10:37:17	51.7
48	2009/05/12 10:37:18	51.6
49	2009/05/12 10:37:19	50.9
50	2009/05/12 10:37:20	51.2
51	2009/05/12 10:37:21	51.6
52	2009/05/12 10:37:22	51.0
53	2009/05/12 10:37:23	50.8
54	2009/05/12 10:37:24	51.3
55	2009/05/12 10:37:25	51.3
56	2009/05/12 10:37:26	51.7
57	2009/05/12 10:37:27	51.2
58	2009/05/12 10:37:28	51.3
59	2009/05/12 10:37:29	50.9
60	2009/05/12 10:37:30	51.1
61	2009/05/12 10:37:31	51.8
62	2009/05/12 10:37:32	51.7
63	2009/05/12 10:37:33	51.7
64	2009/05/12 10:37:34	51.0
65	2009/05/12 10:37:35	51.5
66	2009/05/12 10:37:36	52.0
67	2009/05/12 10:37:37	52.4
68	2009/05/12 10:37:38	52.5
69	2009/05/12 10:37:39	57.4
70	2009/05/12 10:37:40	51.5
71	2009/05/12 10:37:41	50.8
72	2009/05/12 10:37:42	49.7
73	2009/05/12 10:37:43	49.4
74	2009/05/12 10:37:44	49.4
75	2009/05/12 10:37:45	51.4
76	2009/05/12 10:37:46	51.1
77	2009/05/12 10:37:47	50.5
78	2009/05/12 10:37:48	50.8
79	2009/05/12 10:37:49	51.7
80	2009/05/12 10:37:50	51.8
81	2009/05/12 10:37:51	51.7
82	2009/05/12 10:37:52	50.1
83	2009/05/12 10:37:53	51.0
84	2009/05/12 10:37:54	50.7
85	2009/05/12 10:37:55	51.0

86	2009/05/12 10:37:56	51.1
87	2009/05/12 10:37:57	50.8
88	2009/05/12 10:37:58	51.4
89	2009/05/12 10:37:59	51.1
90	2009/05/12 10:38:00	52.0
91	2009/05/12 10:38:01	51.8
92	2009/05/12 10:38:02	51.2
93	2009/05/12 10:38:03	51.2
94	2009/05/12 10:38:04	51.7
95	2009/05/12 10:38:05	51.3
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550	2009/05/12 10:45:40	52.7
551	2009/05/12 10:45:41	52.0
552	2009/05/12 10:45:42	52.3
553	2009/05/12 10:45:43	51.9
554	2009/05/12 10:45:44	52.2
555	2009/05/12 10:45:45	52.5
556	2009/05/12 10:45:46	52.2
557	2009/05/12 10:45:47	52.0
558	2009/05/12 10:45:48	52.4
559	2009/05/12 10:45:49	52.7
560	2009/05/12 10:45:50	52.1
561	2009/05/12 10:45:51	52.3
562	2009/05/12 10:45:52	51.5
563	2009/05/12 10:45:53	51.9
564	2009/05/12 10:45:54	54.6
565	2009/05/12 10:45:55	53.4
566	2009/05/12 10:45:56	52.8
567	2009/05/12 10:45:57	53.0
568	2009/05/12 10:45:58	53.7
569	2009/05/12 10:45:59	52.5
570	2009/05/12 10:46:00	52.9
571	2009/05/12 10:46:01	58.5
572	2009/05/12 10:46:02	53.6
573	2009/05/12 10:46:03	54.3
574	2009/05/12 10:46:04	54.2
575	2009/05/12 10:46:05	53.8
576	2009/05/12 10:46:06	56.4
577	2009/05/12 10:46:07	53.5
578	2009/05/12 10:46:08	54.1
579	2009/05/12 10:46:09	52.4
580	2009/05/12 10:46:10	52.0

581	2009/05/12 10:46:11	52.8
582	2009/05/12 10:46:12	53.0
583	2009/05/12 10:46:13	53.8
584	2009/05/12 10:46:14	53.6
585	2009/05/12 10:46:15	53.7
586	2009/05/12 10:46:16	52.4
587	2009/05/12 10:46:17	53.9
588	2009/05/12 10:46:18	54.1
589	2009/05/12 10:46:19	53.0
590	2009/05/12 10:46:20	52.9
591	2009/05/12 10:46:21	52.9
592	2009/05/12 10:46:22	53.5
593	2009/05/12 10:46:23	53.1
594	2009/05/12 10:46:24	54.8
595	2009/05/12 10:46:25	54.8
596	2009/05/12 10:46:26	53.0
597	2009/05/12 10:46:27	52.6
598	2009/05/12 10:46:28	54.3
599	2009/05/12 10:46:29	53.2
600	2009/05/12 10:46:30	54.8
601	2009/05/12 10:46:31	53.4
602	2009/05/12 10:46:32	53.8
603	2009/05/12 10:46:33	53.5
604	2009/05/12 10:46:34	53.7
605	2009/05/12 10:46:35	55.5
606	2009/05/12 10:46:36	54.2
607	2009/05/12 10:46:37	53.3
608	2009/05/12 10:46:38	55.5
609	2009/05/12 10:46:39	54.5
610	2009/05/12 10:46:40	54.1
611	2009/05/12 10:46:41	54.1
612	2009/05/12 10:46:42	52.7
613	2009/05/12 10:46:43	53.6
614	2009/05/12 10:46:44	53.4
615	2009/05/12 10:46:45	56.5
616	2009/05/12 10:46:46	56.6
617	2009/05/12 10:46:47	54.3
618	2009/05/12 10:46:48	55.1
619	2009/05/12 10:46:49	56.0
620	2009/05/12 10:46:50	57.1
621	2009/05/12 10:46:51	55.4
622	2009/05/12 10:46:52	55.4
623	2009/05/12 10:46:53	55.5
624	2009/05/12 10:46:54	54.8
625	2009/05/12 10:46:55	56.6
626	2009/05/12 10:46:56	54.4
627	2009/05/12 10:46:57	53.6
628	2009/05/12 10:46:58	55.7
629	2009/05/12 10:46:59	56.9
630	2009/05/12 10:47:00	53.4
631	2009/05/12 10:47:01	54.2
632	2009/05/12 10:47:02	53.1
633	2009/05/12 10:47:03	54.9
634	2009/05/12 10:47:04	55.1
635	2009/05/12 10:47:05	56.5
636	2009/05/12 10:47:06	53.8
637	2009/05/12 10:47:07	53.0
638	2009/05/12 10:47:08	53.1
639	2009/05/12 10:47:09	52.9
640	2009/05/12 10:47:10	55.9
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642	2009/05/12 10:47:12	54.7
643	2009/05/12 10:47:13	55.0
644	2009/05/12 10:47:14	56.3
645	2009/05/12 10:47:15	52.4
646	2009/05/12 10:47:16	53.2
647	2009/05/12 10:47:17	52.9
648	2009/05/12 10:47:18	53.1
649	2009/05/12 10:47:19	53.9
650	2009/05/12 10:47:20	55.3
651	2009/05/12 10:47:21	55.4
652	2009/05/12 10:47:22	55.1
653	2009/05/12 10:47:23	55.1
654	2009/05/12 10:47:24	54.7
655	2009/05/12 10:47:25	53.5
656	2009/05/12 10:47:26	54.3
657	2009/05/12 10:47:27	54.9
658	2009/05/12 10:47:28	55.9
659	2009/05/12 10:47:29	55.5
660	2009/05/12 10:47:30	54.3
661	2009/05/12 10:47:31	61.7
662	2009/05/12 10:47:32	56.9
663	2009/05/12 10:47:33	55.7
664	2009/05/12 10:47:34	58.6
665	2009/05/12 10:47:35	56.1
666	2009/05/12 10:47:36	57.2
667	2009/05/12 10:47:37	57.7
668	2009/05/12 10:47:38	59.9
669	2009/05/12 10:47:39	60.9
670	2009/05/12 10:47:40	57.5
671	2009/05/12 10:47:41	56.0
672	2009/05/12 10:47:42	55.5
673	2009/05/12 10:47:43	60.9
674	2009/05/12 10:47:44	57.6
675	2009/05/12 10:47:45	57.8
676	2009/05/12 10:47:46	54.6
677	2009/05/12 10:47:47	55.9
678	2009/05/12 10:47:48	55.3
679	2009/05/12 10:47:49	54.7

680	2009/05/12 10:47:50	58.5
681	2009/05/12 10:47:51	54.4
682	2009/05/12 10:47:52	57.6
683	2009/05/12 10:47:53	58.5
684	2009/05/12 10:47:54	54.2
685	2009/05/12 10:47:55	55.7
686	2009/05/12 10:47:56	54.6
687	2009/05/12 10:47:57	54.1
688	2009/05/12 10:47:58	54.2
689	2009/05/12 10:47:59	57.5
690	2009/05/12 10:48:00	53.7
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692	2009/05/12 10:48:02	53.0
693	2009/05/12 10:48:03	52.5
694	2009/05/12 10:48:04	52.7
695	2009/05/12 10:48:05	53.2
696	2009/05/12 10:48:06	52.9
697	2009/05/12 10:48:07	52.1
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699	2009/05/12 10:48:09	52.8
700	2009/05/12 10:48:10	53.1
701	2009/05/12 10:48:11	52.6
702	2009/05/12 10:48:12	52.6
703	2009/05/12 10:48:13	52.9
704	2009/05/12 10:48:14	52.7
705	2009/05/12 10:48:15	52.4
706	2009/05/12 10:48:16	53.0
707	2009/05/12 10:48:17	53.6
708	2009/05/12 10:48:18	53.3
709	2009/05/12 10:48:19	53.1
710	2009/05/12 10:48:20	52.6
711	2009/05/12 10:48:21	52.0
712	2009/05/12 10:48:22	53.5
713	2009/05/12 10:48:23	56.5
714	2009/05/12 10:48:24	52.8
715	2009/05/12 10:48:25	58.0
716	2009/05/12 10:48:26	52.8
717	2009/05/12 10:48:27	53.5
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719	2009/05/12 10:48:29	52.0
720	2009/05/12 10:48:30	51.8
721	2009/05/12 10:48:31	51.3
722	2009/05/12 10:48:32	52.3
723	2009/05/12 10:48:33	53.0
724	2009/05/12 10:48:34	53.5
725	2009/05/12 10:48:35	51.3
726	2009/05/12 10:48:36	51.0
727	2009/05/12 10:48:37	51.3
728	2009/05/12 10:48:38	51.1
729	2009/05/12 10:48:39	51.9
730	2009/05/12 10:48:40	50.9
731	2009/05/12 10:48:41	52.3
732	2009/05/12 10:48:42	51.6
733	2009/05/12 10:48:43	52.0
734	2009/05/12 10:48:44	51.9
735	2009/05/12 10:48:45	51.8
736	2009/05/12 10:48:46	51.8
737	2009/05/12 10:48:47	54.1
738	2009/05/12 10:48:48	55.6
739	2009/05/12 10:48:49	54.5
740	2009/05/12 10:48:50	55.5
741	2009/05/12 10:48:51	55.0
742	2009/05/12 10:48:52	55.2
743	2009/05/12 10:48:53	57.1
744	2009/05/12 10:48:54	57.0
745	2009/05/12 10:48:55	57.6
746	2009/05/12 10:48:56	56.3
747	2009/05/12 10:48:57	52.8
748	2009/05/12 10:48:58	52.4
749	2009/05/12 10:48:59	51.9
750	2009/05/12 10:49:00	52.4
751	2009/05/12 10:49:01	51.8
752	2009/05/12 10:49:02	52.5
753	2009/05/12 10:49:03	52.8
754	2009/05/12 10:49:04	52.8
755	2009/05/12 10:49:05	52.5
756	2009/05/12 10:49:06	53.8
757	2009/05/12 10:49:07	54.1
758	2009/05/12 10:49:08	55.6
759	2009/05/12 10:49:09	57.2
760	2009/05/12 10:49:10	58.3
761	2009/05/12 10:49:11	59.2
762	2009/05/12 10:49:12	58.9
763	2009/05/12 10:49:13	58.4
764	2009/05/12 10:49:14	57.5
765	2009/05/12 10:49:15	54.5
766	2009/05/12 10:49:16	54.3
767	2009/05/12 10:49:17	54.8
768	2009/05/12 10:49:18	52.7
769	2009/05/12 10:49:19	53.0
770	2009/05/12 10:49:20	52.9
771	2009/05/12 10:49:21	54.0
772	2009/05/12 10:49:22	54.5
773	2009/05/12 10:49:23	54.2
774	2009/05/12 10:49:24	53.4
775	2009/05/12 10:49:25	52.5
776	2009/05/12 10:49:26	52.1
777	2009/05/12 10:49:27	51.9
778	2009/05/12 10:49:28	52.0

779	2009/05/12 10:49:29	51.9
780	2009/05/12 10:49:30	52.4
781	2009/05/12 10:49:31	52.0
782	2009/05/12 10:49:32	52.6
783	2009/05/12 10:49:33	54.1
784	2009/05/12 10:49:34	55.6
785	2009/05/12 10:49:35	56.1
786	2009/05/12 10:49:36	58.1
787	2009/05/12 10:49:37	59.3
788	2009/05/12 10:49:38	60.2
789	2009/05/12 10:49:39	60.3
790	2009/05/12 10:49:40	55.5
791	2009/05/12 10:49:41	55.9
792	2009/05/12 10:49:42	54.6
793	2009/05/12 10:49:43	54.2
794	2009/05/12 10:49:44	52.9
795	2009/05/12 10:49:45	54.7
796	2009/05/12 10:49:46	53.6
797	2009/05/12 10:49:47	53.5
798	2009/05/12 10:49:48	52.9
799	2009/05/12 10:49:49	54.0
800	2009/05/12 10:49:50	53.9
801	2009/05/12 10:49:51	54.1
802	2009/05/12 10:49:52	53.2
803	2009/05/12 10:49:53	55.2
804	2009/05/12 10:49:54	54.1
805	2009/05/12 10:49:55	56.0
806	2009/05/12 10:49:56	55.2
807	2009/05/12 10:49:57	54.8
808	2009/05/12 10:49:58	52.1
809	2009/05/12 10:49:59	52.9
810	2009/05/12 10:50:00	52.4
811	2009/05/12 10:50:01	53.3
812	2009/05/12 10:50:02	53.0
813	2009/05/12 10:50:03	52.8
814	2009/05/12 10:50:04	54.5
815	2009/05/12 10:50:05	53.6
816	2009/05/12 10:50:06	53.0
817	2009/05/12 10:50:07	54.2
818	2009/05/12 10:50:08	53.1
819	2009/05/12 10:50:09	53.6
820	2009/05/12 10:50:10	54.6
821	2009/05/12 10:50:11	52.9
822	2009/05/12 10:50:12	52.5
823	2009/05/12 10:50:13	53.9
824	2009/05/12 10:50:14	52.9
825	2009/05/12 10:50:15	53.8
826	2009/05/12 10:50:16	53.1
827	2009/05/12 10:50:17	52.6
828	2009/05/12 10:50:18	53.0
829	2009/05/12 10:50:19	53.6
830	2009/05/12 10:50:20	52.1
831	2009/05/12 10:50:21	52.1
832	2009/05/12 10:50:22	54.1
833	2009/05/12 10:50:23	53.0
834	2009/05/12 10:50:24	52.3
835	2009/05/12 10:50:25	54.6
836	2009/05/12 10:50:26	52.4
837	2009/05/12 10:50:27	52.0
838	2009/05/12 10:50:28	51.9
839	2009/05/12 10:50:29	51.3
840	2009/05/12 10:50:30	51.6
841	2009/05/12 10:50:31	51.2
842	2009/05/12 10:50:32	50.8
843	2009/05/12 10:50:33	51.5
844	2009/05/12 10:50:34	52.0
845	2009/05/12 10:50:35	51.7
846	2009/05/12 10:50:36	52.2
847	2009/05/12 10:50:37	52.4
848	2009/05/12 10:50:38	51.8
849	2009/05/12 10:50:39	52.5
850	2009/05/12 10:50:40	52.4
851	2009/05/12 10:50:41	52.2
852	2009/05/12 10:50:42	51.9
853	2009/05/12 10:50:43	53.1
854	2009/05/12 10:50:44	53.6
855	2009/05/12 10:50:45	53.8
856	2009/05/12 10:50:46	55.5
857	2009/05/12 10:50:47	57.9
858	2009/05/12 10:50:48	57.0
859	2009/05/12 10:50:49	55.2
860	2009/05/12 10:50:50	53.0
861	2009/05/12 10:50:51	52.8
862	2009/05/12 10:50:52	52.6
863	2009/05/12 10:50:53	54.2
864	2009/05/12 10:50:54	52.3
865	2009/05/12 10:50:55	53.7
866	2009/05/12 10:50:56	55.4
867	2009/05/12 10:50:57	56.0
868	2009/05/12 10:50:58	57.9
869	2009/05/12 10:50:59	56.1
870	2009/05/12 10:51:00	56.2
871	2009/05/12 10:51:01	54.1
872	2009/05/12 10:51:02	53.4
873	2009/05/12 10:51:03	54.6
874	2009/05/12 10:51:04	53.2
875	2009/05/12 10:51:05	53.4
876	2009/05/12 10:51:06	53.1
877	2009/05/12 10:51:07	52.3

878	2009/05/12	10:51:08	58.7
879	2009/05/12	10:51:09	52.9
880	2009/05/12	10:51:10	52.3
881	2009/05/12	10:51:11	53.7
882	2009/05/12	10:51:12	53.8
883	2009/05/12	10:51:13	55.1
884	2009/05/12	10:51:14	55.7
885	2009/05/12	10:51:15	53.6
886	2009/05/12	10:51:16	53.8
887	2009/05/12	10:51:17	54.5
888	2009/05/12	10:51:18	54.0
889	2009/05/12	10:51:19	53.2
890	2009/05/12	10:51:20	52.7
891	2009/05/12	10:51:21	54.2
892	2009/05/12	10:51:22	57.2
893	2009/05/12	10:51:23	59.3
894	2009/05/12	10:51:24	56.6
895	2009/05/12	10:51:25	58.1
896	2009/05/12	10:51:26	59.2
897	2009/05/12	10:51:27	61.2
898	2009/05/12	10:51:28	62.7
899	2009/05/12	10:51:29	62.5
900	2009/05/12	10:51:30	59.1

Location #7 - 3rd Street

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 77.3 - 2009/05/12 11:02:17
- Level Range : 40-100
- SEL : 90.0
- Leq : 60.5
-

No.s	Date Time	(dB)
1	2009/05/12 10:59:05	49.6
2	2009/05/12 10:59:06	49.8
3	2009/05/12 10:59:07	56.1
4	2009/05/12 10:59:08	50.7
5	2009/05/12 10:59:09	50.7
6	2009/05/12 10:59:10	50.6
7	2009/05/12 10:59:11	52.7
8	2009/05/12 10:59:12	56.4
9	2009/05/12 10:59:13	59.3
10	2009/05/12 10:59:14	63.1
11	2009/05/12 10:59:15	65.3
12	2009/05/12 10:59:16	66.0
13	2009/05/12 10:59:17	64.3
14	2009/05/12 10:59:18	60.2
15	2009/05/12 10:59:19	60.6
16	2009/05/12 10:59:20	62.5
17	2009/05/12 10:59:21	65.9
18	2009/05/12 10:59:22	65.9
19	2009/05/12 10:59:23	62.6
20	2009/05/12 10:59:24	58.0
21	2009/05/12 10:59:25	56.3
22	2009/05/12 10:59:26	54.0
23	2009/05/12 10:59:27	52.6
24	2009/05/12 10:59:28	53.4
25	2009/05/12 10:59:29	52.4
26	2009/05/12 10:59:30	53.8
27	2009/05/12 10:59:31	56.4
28	2009/05/12 10:59:32	59.6
29	2009/05/12 10:59:33	63.2
30	2009/05/12 10:59:34	66.8
31	2009/05/12 10:59:35	66.2
32	2009/05/12 10:59:36	64.3
33	2009/05/12 10:59:37	63.7
34	2009/05/12 10:59:38	65.4
35	2009/05/12 10:59:39	65.7
36	2009/05/12 10:59:40	63.3
37	2009/05/12 10:59:41	58.9
38	2009/05/12 10:59:42	57.2
39	2009/05/12 10:59:43	55.1
40	2009/05/12 10:59:44	54.9
41	2009/05/12 10:59:45	54.1
42	2009/05/12 10:59:46	53.6
43	2009/05/12 10:59:47	52.7
44	2009/05/12 10:59:48	53.4
45	2009/05/12 10:59:49	53.6
46	2009/05/12 10:59:50	52.8
47	2009/05/12 10:59:51	52.3
48	2009/05/12 10:59:52	52.5
49	2009/05/12 10:59:53	52.0
50	2009/05/12 10:59:54	53.9
51	2009/05/12 10:59:55	55.2
52	2009/05/12 10:59:56	57.6
53	2009/05/12 10:59:57	60.3
54	2009/05/12 10:59:58	63.6
55	2009/05/12 10:59:59	68.4
56	2009/05/12 11:00:00	69.4
57	2009/05/12 11:00:01	63.7
58	2009/05/12 11:00:02	59.0
59	2009/05/12 11:00:03	54.9
60	2009/05/12 11:00:04	51.1
61	2009/05/12 11:00:05	50.5
62	2009/05/12 11:00:06	49.5
63	2009/05/12 11:00:07	49.9
64	2009/05/12 11:00:08	49.3
65	2009/05/12 11:00:09	50.0
66	2009/05/12 11:00:10	50.9
67	2009/05/12 11:00:11	52.5
68	2009/05/12 11:00:12	56.1
69	2009/05/12 11:00:13	59.8
70	2009/05/12 11:00:14	65.3
71	2009/05/12 11:00:15	68.4
72	2009/05/12 11:00:16	67.8
73	2009/05/12 11:00:17	64.0
74	2009/05/12 11:00:18	60.7
75	2009/05/12 11:00:19	60.1
76	2009/05/12 11:00:20	59.9
77	2009/05/12 11:00:21	58.7
78	2009/05/12 11:00:22	56.0
79	2009/05/12 11:00:23	55.4
80	2009/05/12 11:00:24	51.5
81	2009/05/12 11:00:25	52.7
82	2009/05/12 11:00:26	51.7
83	2009/05/12 11:00:27	52.1
84	2009/05/12 11:00:28	50.2
85	2009/05/12 11:00:29	50.6

86	2009/05/12 11:00:30	50.1
87	2009/05/12 11:00:31	49.1
88	2009/05/12 11:00:32	50.3
89	2009/05/12 11:00:33	49.4
90	2009/05/12 11:00:34	48.9
91	2009/05/12 11:00:35	48.7
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544	2009/05/12 11:08:08	51.0
545	2009/05/12 11:08:09	53.0
546	2009/05/12 11:08:10	52.1
547	2009/05/12 11:08:11	50.8
548	2009/05/12 11:08:12	51.0
549	2009/05/12 11:08:13	51.2
550	2009/05/12 11:08:14	52.0
551	2009/05/12 11:08:15	51.6
552	2009/05/12 11:08:16	50.8
553	2009/05/12 11:08:17	51.8
554	2009/05/12 11:08:18	52.1
555	2009/05/12 11:08:19	52.4
556	2009/05/12 11:08:20	51.2
557	2009/05/12 11:08:21	49.7
558	2009/05/12 11:08:22	50.1
559	2009/05/12 11:08:23	49.8
560	2009/05/12 11:08:24	50.5
561	2009/05/12 11:08:25	50.0
562	2009/05/12 11:08:26	51.0
563	2009/05/12 11:08:27	52.8
564	2009/05/12 11:08:28	53.3
565	2009/05/12 11:08:29	56.9
566	2009/05/12 11:08:30	60.5
567	2009/05/12 11:08:31	63.9
568	2009/05/12 11:08:32	66.2
569	2009/05/12 11:08:33	64.7
570	2009/05/12 11:08:34	59.8
571	2009/05/12 11:08:35	57.2
572	2009/05/12 11:08:36	54.2
573	2009/05/12 11:08:37	53.4
574	2009/05/12 11:08:38	53.0
575	2009/05/12 11:08:39	51.8
576	2009/05/12 11:08:40	51.7
577	2009/05/12 11:08:41	52.0
578	2009/05/12 11:08:42	53.9
579	2009/05/12 11:08:43	51.3
580	2009/05/12 11:08:44	50.3

581	2009/05/12 11:08:45	50.5
582	2009/05/12 11:08:46	51.0
583	2009/05/12 11:08:47	54.0
584	2009/05/12 11:08:48	52.1
585	2009/05/12 11:08:49	51.8
586	2009/05/12 11:08:50	53.3
587	2009/05/12 11:08:51	55.2
588	2009/05/12 11:08:52	50.9
589	2009/05/12 11:08:53	50.4
590	2009/05/12 11:08:54	50.4
591	2009/05/12 11:08:55	50.3
592	2009/05/12 11:08:56	50.5
593	2009/05/12 11:08:57	51.1
594	2009/05/12 11:08:58	50.5
595	2009/05/12 11:08:59	50.9
596	2009/05/12 11:09:00	50.5
597	2009/05/12 11:09:01	51.5
598	2009/05/12 11:09:02	50.4
599	2009/05/12 11:09:03	50.9
600	2009/05/12 11:09:04	51.4
601	2009/05/12 11:09:05	51.9
602	2009/05/12 11:09:06	53.2
603	2009/05/12 11:09:07	57.3
604	2009/05/12 11:09:08	60.0
605	2009/05/12 11:09:09	63.2
606	2009/05/12 11:09:10	67.7
607	2009/05/12 11:09:11	72.9
608	2009/05/12 11:09:12	69.8
609	2009/05/12 11:09:13	63.6
610	2009/05/12 11:09:14	58.8
611	2009/05/12 11:09:15	54.5
612	2009/05/12 11:09:16	52.5
613	2009/05/12 11:09:17	52.8
614	2009/05/12 11:09:18	53.3
615	2009/05/12 11:09:19	51.8
616	2009/05/12 11:09:20	50.3
617	2009/05/12 11:09:21	49.7
618	2009/05/12 11:09:22	50.2
619	2009/05/12 11:09:23	50.2
620	2009/05/12 11:09:24	53.1
621	2009/05/12 11:09:25	55.1
622	2009/05/12 11:09:26	59.4
623	2009/05/12 11:09:27	61.9
624	2009/05/12 11:09:28	64.4
625	2009/05/12 11:09:29	62.4
626	2009/05/12 11:09:30	59.6
627	2009/05/12 11:09:31	58.5
628	2009/05/12 11:09:32	57.2
629	2009/05/12 11:09:33	56.5
630	2009/05/12 11:09:34	56.1
631	2009/05/12 11:09:35	54.3
632	2009/05/12 11:09:36	54.7
633	2009/05/12 11:09:37	54.1
634	2009/05/12 11:09:38	53.9
635	2009/05/12 11:09:39	54.1
636	2009/05/12 11:09:40	54.6
637	2009/05/12 11:09:41	57.2
638	2009/05/12 11:09:42	54.5
639	2009/05/12 11:09:43	59.6
640	2009/05/12 11:09:44	53.1
641	2009/05/12 11:09:45	52.7
642	2009/05/12 11:09:46	52.3
643	2009/05/12 11:09:47	56.0
644	2009/05/12 11:09:48	53.2
645	2009/05/12 11:09:49	51.7
646	2009/05/12 11:09:50	51.9
647	2009/05/12 11:09:51	52.6
648	2009/05/12 11:09:52	52.4
649	2009/05/12 11:09:53	52.4
650	2009/05/12 11:09:54	52.3
651	2009/05/12 11:09:55	52.3
652	2009/05/12 11:09:56	52.6
653	2009/05/12 11:09:57	54.3
654	2009/05/12 11:09:58	51.7
655	2009/05/12 11:09:59	51.5
656	2009/05/12 11:10:00	56.8
657	2009/05/12 11:10:01	56.3
658	2009/05/12 11:10:02	55.7
659	2009/05/12 11:10:03	54.3
660	2009/05/12 11:10:04	54.5
661	2009/05/12 11:10:05	53.4
662	2009/05/12 11:10:06	53.4
663	2009/05/12 11:10:07	52.8
664	2009/05/12 11:10:08	50.4
665	2009/05/12 11:10:09	49.7
666	2009/05/12 11:10:10	48.9
667	2009/05/12 11:10:11	48.9
668	2009/05/12 11:10:12	48.9
669	2009/05/12 11:10:13	48.8
670	2009/05/12 11:10:14	49.0
671	2009/05/12 11:10:15	50.9
672	2009/05/12 11:10:16	49.0
673	2009/05/12 11:10:17	50.4
674	2009/05/12 11:10:18	49.2
675	2009/05/12 11:10:19	49.2
676	2009/05/12 11:10:20	49.2
677	2009/05/12 11:10:21	49.0
678	2009/05/12 11:10:22	50.1
679	2009/05/12 11:10:23	48.8

680	2009/05/12 11:10:24	48.4
681	2009/05/12 11:10:25	48.8
682	2009/05/12 11:10:26	48.5
683	2009/05/12 11:10:27	48.6
684	2009/05/12 11:10:28	51.8
685	2009/05/12 11:10:29	49.3
686	2009/05/12 11:10:30	49.7
687	2009/05/12 11:10:31	50.5
688	2009/05/12 11:10:32	52.0
689	2009/05/12 11:10:33	53.1
690	2009/05/12 11:10:34	55.4
691	2009/05/12 11:10:35	57.5
692	2009/05/12 11:10:36	60.4
693	2009/05/12 11:10:37	63.2
694	2009/05/12 11:10:38	63.6
695	2009/05/12 11:10:39	63.2
696	2009/05/12 11:10:40	62.8
697	2009/05/12 11:10:41	64.4
698	2009/05/12 11:10:42	65.8
699	2009/05/12 11:10:43	64.6
700	2009/05/12 11:10:44	60.5
701	2009/05/12 11:10:45	58.3
702	2009/05/12 11:10:46	56.7
703	2009/05/12 11:10:47	53.7
704	2009/05/12 11:10:48	53.3
705	2009/05/12 11:10:49	54.1
706	2009/05/12 11:10:50	51.5
707	2009/05/12 11:10:51	50.9
708	2009/05/12 11:10:52	52.2
709	2009/05/12 11:10:53	49.8
710	2009/05/12 11:10:54	51.9
711	2009/05/12 11:10:55	50.6
712	2009/05/12 11:10:56	53.4
713	2009/05/12 11:10:57	50.7
714	2009/05/12 11:10:58	50.1
715	2009/05/12 11:10:59	49.0
716	2009/05/12 11:11:00	48.0
717	2009/05/12 11:11:01	48.5
718	2009/05/12 11:11:02	48.3
719	2009/05/12 11:11:03	48.8
720	2009/05/12 11:11:04	48.6
721	2009/05/12 11:11:05	49.4
722	2009/05/12 11:11:06	50.2
723	2009/05/12 11:11:07	50.7
724	2009/05/12 11:11:08	49.2
725	2009/05/12 11:11:09	47.5
726	2009/05/12 11:11:10	48.0
727	2009/05/12 11:11:11	47.7
728	2009/05/12 11:11:12	47.4
729	2009/05/12 11:11:13	47.7
730	2009/05/12 11:11:14	47.4
731	2009/05/12 11:11:15	47.0
732	2009/05/12 11:11:16	48.0
733	2009/05/12 11:11:17	47.5
734	2009/05/12 11:11:18	47.1
735	2009/05/12 11:11:19	47.7
736	2009/05/12 11:11:20	47.5
737	2009/05/12 11:11:21	48.0
738	2009/05/12 11:11:22	47.7
739	2009/05/12 11:11:23	47.5
740	2009/05/12 11:11:24	47.8
741	2009/05/12 11:11:25	49.2
742	2009/05/12 11:11:26	48.3
743	2009/05/12 11:11:27	48.1
744	2009/05/12 11:11:28	47.7
745	2009/05/12 11:11:29	47.7
746	2009/05/12 11:11:30	48.0
747	2009/05/12 11:11:31	48.0
748	2009/05/12 11:11:32	48.3
749	2009/05/12 11:11:33	48.8
750	2009/05/12 11:11:34	49.0
751	2009/05/12 11:11:35	48.9
752	2009/05/12 11:11:36	49.0
753	2009/05/12 11:11:37	49.0
754	2009/05/12 11:11:38	49.9
755	2009/05/12 11:11:39	50.5
756	2009/05/12 11:11:40	49.2
757	2009/05/12 11:11:41	49.5
758	2009/05/12 11:11:42	49.7
759	2009/05/12 11:11:43	48.9
760	2009/05/12 11:11:44	48.8
761	2009/05/12 11:11:45	49.8
762	2009/05/12 11:11:46	49.7
763	2009/05/12 11:11:47	50.4
764	2009/05/12 11:11:48	49.7
765	2009/05/12 11:11:49	49.1
766	2009/05/12 11:11:50	48.9
767	2009/05/12 11:11:51	48.8
768	2009/05/12 11:11:52	48.2
769	2009/05/12 11:11:53	48.3
770	2009/05/12 11:11:54	48.3
771	2009/05/12 11:11:55	48.7
772	2009/05/12 11:11:56	48.8
773	2009/05/12 11:11:57	48.7
774	2009/05/12 11:11:58	49.2
775	2009/05/12 11:11:59	51.7
776	2009/05/12 11:12:00	54.5
777	2009/05/12 11:12:01	57.1
778	2009/05/12 11:12:02	62.5

779	2009/05/12 11:12:03	66.0
780	2009/05/12 11:12:04	65.1
781	2009/05/12 11:12:05	62.1
782	2009/05/12 11:12:06	58.6
783	2009/05/12 11:12:07	56.6
784	2009/05/12 11:12:08	54.3
785	2009/05/12 11:12:09	55.0
786	2009/05/12 11:12:10	51.7
787	2009/05/12 11:12:11	50.3
788	2009/05/12 11:12:12	51.2
789	2009/05/12 11:12:13	54.3
790	2009/05/12 11:12:14	58.9
791	2009/05/12 11:12:15	61.8
792	2009/05/12 11:12:16	65.3
793	2009/05/12 11:12:17	67.2
794	2009/05/12 11:12:18	67.8
795	2009/05/12 11:12:19	67.5
796	2009/05/12 11:12:20	68.3
797	2009/05/12 11:12:21	65.4
798	2009/05/12 11:12:22	64.7
799	2009/05/12 11:12:23	68.8
800	2009/05/12 11:12:24	66.5
801	2009/05/12 11:12:25	61.7
802	2009/05/12 11:12:26	63.8
803	2009/05/12 11:12:27	54.8
804	2009/05/12 11:12:28	54.7
805	2009/05/12 11:12:29	52.3
806	2009/05/12 11:12:30	52.8
807	2009/05/12 11:12:31	54.4
808	2009/05/12 11:12:32	57.0
809	2009/05/12 11:12:33	60.1
810	2009/05/12 11:12:34	65.4
811	2009/05/12 11:12:35	72.0
812	2009/05/12 11:12:36	72.6
813	2009/05/12 11:12:37	64.6
814	2009/05/12 11:12:38	58.5
815	2009/05/12 11:12:39	52.2
816	2009/05/12 11:12:40	49.7
817	2009/05/12 11:12:41	48.8
818	2009/05/12 11:12:42	49.6
819	2009/05/12 11:12:43	48.6
820	2009/05/12 11:12:44	48.1
821	2009/05/12 11:12:45	48.4
822	2009/05/12 11:12:46	48.0
823	2009/05/12 11:12:47	49.6
824	2009/05/12 11:12:48	48.3
825	2009/05/12 11:12:49	48.6
826	2009/05/12 11:12:50	48.4
827	2009/05/12 11:12:51	48.3
828	2009/05/12 11:12:52	48.7
829	2009/05/12 11:12:53	48.9
830	2009/05/12 11:12:54	48.8
831	2009/05/12 11:12:55	49.1
832	2009/05/12 11:12:56	48.8
833	2009/05/12 11:12:57	48.7
834	2009/05/12 11:12:58	50.8
835	2009/05/12 11:12:59	52.9
836	2009/05/12 11:13:00	50.2
837	2009/05/12 11:13:01	49.5
838	2009/05/12 11:13:02	51.5
839	2009/05/12 11:13:03	50.1
840	2009/05/12 11:13:04	51.7
841	2009/05/12 11:13:05	52.7
842	2009/05/12 11:13:06	51.0
843	2009/05/12 11:13:07	50.6
844	2009/05/12 11:13:08	56.7
845	2009/05/12 11:13:09	56.4
846	2009/05/12 11:13:10	54.8
847	2009/05/12 11:13:11	51.3
848	2009/05/12 11:13:12	52.5
849	2009/05/12 11:13:13	53.6
850	2009/05/12 11:13:14	55.6
851	2009/05/12 11:13:15	59.0
852	2009/05/12 11:13:16	62.9
853	2009/05/12 11:13:17	66.2
854	2009/05/12 11:13:18	66.3
855	2009/05/12 11:13:19	61.8
856	2009/05/12 11:13:20	59.5
857	2009/05/12 11:13:21	58.3
858	2009/05/12 11:13:22	57.6
859	2009/05/12 11:13:23	59.6
860	2009/05/12 11:13:24	59.5
861	2009/05/12 11:13:25	60.2
862	2009/05/12 11:13:26	63.3
863	2009/05/12 11:13:27	68.0
864	2009/05/12 11:13:28	70.5
865	2009/05/12 11:13:29	66.8
866	2009/05/12 11:13:30	66.1
867	2009/05/12 11:13:31	66.9
868	2009/05/12 11:13:32	61.3
869	2009/05/12 11:13:33	58.5
870	2009/05/12 11:13:34	53.3
871	2009/05/12 11:13:35	52.5
872	2009/05/12 11:13:36	54.4
873	2009/05/12 11:13:37	56.8
874	2009/05/12 11:13:38	59.8
875	2009/05/12 11:13:39	64.7
876	2009/05/12 11:13:40	68.5
877	2009/05/12 11:13:41	67.9

878	2009/05/12	11:13:42	63.7
879	2009/05/12	11:13:43	60.8
880	2009/05/12	11:13:44	60.0
881	2009/05/12	11:13:45	61.3
882	2009/05/12	11:13:46	64.2
883	2009/05/12	11:13:47	69.2
884	2009/05/12	11:13:48	68.5
885	2009/05/12	11:13:49	63.8
886	2009/05/12	11:13:50	59.5
887	2009/05/12	11:13:51	56.2
888	2009/05/12	11:13:52	53.7
889	2009/05/12	11:13:53	52.2
890	2009/05/12	11:13:54	51.5
891	2009/05/12	11:13:55	49.6
892	2009/05/12	11:13:56	49.1
893	2009/05/12	11:13:57	49.4
894	2009/05/12	11:13:58	49.7
895	2009/05/12	11:13:59	49.2
896	2009/05/12	11:14:00	49.1
897	2009/05/12	11:14:01	48.8
898	2009/05/12	11:14:02	48.4
899	2009/05/12	11:14:03	48.5
900	2009/05/12	11:14:04	48.3

Location #8 - Puddingstone Drive

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 94.0 - 2009/05/12 11:39:00
- Level Range : 40-100
- SEL : 96.7
- Leq : 67.2
-

No.s	Date Time	(dB)
1	2009/05/12 11:36:55	42.7
2	2009/05/12 11:36:56	41.1
3	2009/05/12 11:36:57	41.0
4	2009/05/12 11:36:58	41.6
5	2009/05/12 11:36:59	40.7
6	2009/05/12 11:37:00	40.7
7	2009/05/12 11:37:01	39.5
8	2009/05/12 11:37:02	40.1
9	2009/05/12 11:37:03	40.3
10	2009/05/12 11:37:04	38.5
11	2009/05/12 11:37:05	39.4
12	2009/05/12 11:37:06	40.4
13	2009/05/12 11:37:07	39.4
14	2009/05/12 11:37:08	38.5
15	2009/05/12 11:37:09	39.3
16	2009/05/12 11:37:10	38.4
17	2009/05/12 11:37:11	39.9
18	2009/05/12 11:37:12	39.5
19	2009/05/12 11:37:13	39.4
20	2009/05/12 11:37:14	38.3
21	2009/05/12 11:37:15	38.2
22	2009/05/12 11:37:16	38.8
23	2009/05/12 11:37:17	39.6
24	2009/05/12 11:37:18	40.8
25	2009/05/12 11:37:19	41.5
26	2009/05/12 11:37:20	41.0
27	2009/05/12 11:37:21	41.0
28	2009/05/12 11:37:22	40.8
29	2009/05/12 11:37:23	42.9
30	2009/05/12 11:37:24	43.2
31	2009/05/12 11:37:25	43.9
32	2009/05/12 11:37:26	45.8
33	2009/05/12 11:37:27	45.0
34	2009/05/12 11:37:28	43.5
35	2009/05/12 11:37:29	42.0
36	2009/05/12 11:37:30	42.2
37	2009/05/12 11:37:31	41.0
38	2009/05/12 11:37:32	41.1
39	2009/05/12 11:37:33	46.5
40	2009/05/12 11:37:34	44.3
41	2009/05/12 11:37:35	45.5
42	2009/05/12 11:37:36	45.4
43	2009/05/12 11:37:37	42.5
44	2009/05/12 11:37:38	46.0
45	2009/05/12 11:37:39	47.9
46	2009/05/12 11:37:40	46.1
47	2009/05/12 11:37:41	47.4
48	2009/05/12 11:37:42	47.1
49	2009/05/12 11:37:43	46.2
50	2009/05/12 11:37:44	47.8
51	2009/05/12 11:37:45	49.3
52	2009/05/12 11:37:46	48.4
53	2009/05/12 11:37:47	49.7
54	2009/05/12 11:37:48	49.9
55	2009/05/12 11:37:49	49.0
56	2009/05/12 11:37:50	51.3
57	2009/05/12 11:37:51	54.0
58	2009/05/12 11:37:52	56.3
59	2009/05/12 11:37:53	58.2
60	2009/05/12 11:37:54	60.3
61	2009/05/12 11:37:55	66.7
62	2009/05/12 11:37:56	72.3
63	2009/05/12 11:37:57	71.5
64	2009/05/12 11:37:58	72.7
65	2009/05/12 11:37:59	69.8
66	2009/05/12 11:38:00	63.7
67	2009/05/12 11:38:01	61.9
68	2009/05/12 11:38:02	66.9
69	2009/05/12 11:38:03	73.3
70	2009/05/12 11:38:04	68.8
71	2009/05/12 11:38:05	63.5
72	2009/05/12 11:38:06	61.7
73	2009/05/12 11:38:07	60.1
74	2009/05/12 11:38:08	58.9
75	2009/05/12 11:38:09	56.9
76	2009/05/12 11:38:10	57.0
77	2009/05/12 11:38:11	54.4
78	2009/05/12 11:38:12	54.3
79	2009/05/12 11:38:13	48.2
80	2009/05/12 11:38:14	48.8
81	2009/05/12 11:38:15	46.7
82	2009/05/12 11:38:16	46.5
83	2009/05/12 11:38:17	46.4
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85	2009/05/12 11:38:19	50.5

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533	2009/05/12 11:45:47	41.4
534	2009/05/12 11:45:48	41.8
535	2009/05/12 11:45:49	42.1
536	2009/05/12 11:45:50	41.2
537	2009/05/12 11:45:51	43.9
538	2009/05/12 11:45:52	43.5
539	2009/05/12 11:45:53	44.8
540	2009/05/12 11:45:54	48.0
541	2009/05/12 11:45:55	49.1
542	2009/05/12 11:45:56	51.8
543	2009/05/12 11:45:57	57.9
544	2009/05/12 11:45:58	65.8
545	2009/05/12 11:45:59	72.0
546	2009/05/12 11:46:00	65.8
547	2009/05/12 11:46:01	60.5
548	2009/05/12 11:46:02	56.4
549	2009/05/12 11:46:03	54.9
550	2009/05/12 11:46:04	54.1
551	2009/05/12 11:46:05	50.6
552	2009/05/12 11:46:06	49.9
553	2009/05/12 11:46:07	49.1
554	2009/05/12 11:46:08	48.1
555	2009/05/12 11:46:09	45.8
556	2009/05/12 11:46:10	45.4
557	2009/05/12 11:46:11	46.8
558	2009/05/12 11:46:12	46.3
559	2009/05/12 11:46:13	46.8
560	2009/05/12 11:46:14	47.0
561	2009/05/12 11:46:15	45.1
562	2009/05/12 11:46:16	44.9
563	2009/05/12 11:46:17	43.4
564	2009/05/12 11:46:18	45.8
565	2009/05/12 11:46:19	47.1
566	2009/05/12 11:46:20	45.7
567	2009/05/12 11:46:21	51.2
568	2009/05/12 11:46:22	52.7
569	2009/05/12 11:46:23	56.0
570	2009/05/12 11:46:24	57.3
571	2009/05/12 11:46:25	54.4
572	2009/05/12 11:46:26	60.2
573	2009/05/12 11:46:27	64.4
574	2009/05/12 11:46:28	65.8
575	2009/05/12 11:46:29	75.4
576	2009/05/12 11:46:30	72.7
577	2009/05/12 11:46:31	66.2
578	2009/05/12 11:46:32	65.1
579	2009/05/12 11:46:33	60.8
580	2009/05/12 11:46:34	59.0

581	2009/05/12	11:46:35	57.6
582	2009/05/12	11:46:36	58.8
583	2009/05/12	11:46:37	60.9
584	2009/05/12	11:46:38	61.0
585	2009/05/12	11:46:39	58.9
586	2009/05/12	11:46:40	60.3
587	2009/05/12	11:46:41	59.6
588	2009/05/12	11:46:42	58.3
589	2009/05/12	11:46:43	62.2
590	2009/05/12	11:46:44	57.4
591	2009/05/12	11:46:45	57.5
592	2009/05/12	11:46:46	57.9
593	2009/05/12	11:46:47	59.8
594	2009/05/12	11:46:48	56.2
595	2009/05/12	11:46:49	60.3
596	2009/05/12	11:46:50	54.4
597	2009/05/12	11:46:51	51.2
598	2009/05/12	11:46:52	54.6
599	2009/05/12	11:46:53	51.5
600	2009/05/12	11:46:54	50.6
601	2009/05/12	11:46:55	51.8
602	2009/05/12	11:46:56	56.5
603	2009/05/12	11:46:57	52.6
604	2009/05/12	11:46:58	53.9
605	2009/05/12	11:46:59	50.3
606	2009/05/12	11:47:00	47.6
607	2009/05/12	11:47:01	47.6
608	2009/05/12	11:47:02	46.4
609	2009/05/12	11:47:03	47.3
610	2009/05/12	11:47:04	58.1
611	2009/05/12	11:47:05	46.5
612	2009/05/12	11:47:06	43.5
613	2009/05/12	11:47:07	45.1
614	2009/05/12	11:47:08	44.4
615	2009/05/12	11:47:09	46.4
616	2009/05/12	11:47:10	46.7
617	2009/05/12	11:47:11	49.1
618	2009/05/12	11:47:12	50.4
619	2009/05/12	11:47:13	50.3
620	2009/05/12	11:47:14	48.1
621	2009/05/12	11:47:15	48.2
622	2009/05/12	11:47:16	48.8
623	2009/05/12	11:47:17	49.0
624	2009/05/12	11:47:18	51.3
625	2009/05/12	11:47:19	57.9
626	2009/05/12	11:47:20	61.3
627	2009/05/12	11:47:21	64.6
628	2009/05/12	11:47:22	73.9
629	2009/05/12	11:47:23	80.0
630	2009/05/12	11:47:24	72.3
631	2009/05/12	11:47:25	65.0
632	2009/05/12	11:47:26	61.1
633	2009/05/12	11:47:27	55.6
634	2009/05/12	11:47:28	52.4
635	2009/05/12	11:47:29	52.4
636	2009/05/12	11:47:30	50.2
637	2009/05/12	11:47:31	48.0
638	2009/05/12	11:47:32	48.7
639	2009/05/12	11:47:33	47.0
640	2009/05/12	11:47:34	48.0
641	2009/05/12	11:47:35	42.7
642	2009/05/12	11:47:36	42.1
643	2009/05/12	11:47:37	42.3
644	2009/05/12	11:47:38	43.5
645	2009/05/12	11:47:39	43.8
646	2009/05/12	11:47:40	46.7
647	2009/05/12	11:47:41	49.0
648	2009/05/12	11:47:42	55.4
649	2009/05/12	11:47:43	63.2
650	2009/05/12	11:47:44	68.3
651	2009/05/12	11:47:45	71.8
652	2009/05/12	11:47:46	63.4
653	2009/05/12	11:47:47	60.3
654	2009/05/12	11:47:48	56.1
655	2009/05/12	11:47:49	57.3
656	2009/05/12	11:47:50	56.5
657	2009/05/12	11:47:51	56.7
658	2009/05/12	11:47:52	53.5
659	2009/05/12	11:47:53	51.5
660	2009/05/12	11:47:54	47.7
661	2009/05/12	11:47:55	46.9
662	2009/05/12	11:47:56	46.1
663	2009/05/12	11:47:57	53.4
664	2009/05/12	11:47:58	47.1
665	2009/05/12	11:47:59	50.0
666	2009/05/12	11:48:00	44.5
667	2009/05/12	11:48:01	42.1
668	2009/05/12	11:48:02	43.8
669	2009/05/12	11:48:03	41.9
670	2009/05/12	11:48:04	41.0
671	2009/05/12	11:48:05	47.4
672	2009/05/12	11:48:06	40.0
673	2009/05/12	11:48:07	39.7
674	2009/05/12	11:48:08	40.7
675	2009/05/12	11:48:09	41.5
676	2009/05/12	11:48:10	40.5
677	2009/05/12	11:48:11	39.1
678	2009/05/12	11:48:12	40.2
679	2009/05/12	11:48:13	41.1

680	2009/05/12 11:48:14	46.3
681	2009/05/12 11:48:15	41.9
682	2009/05/12 11:48:16	44.6
683	2009/05/12 11:48:17	43.9
684	2009/05/12 11:48:18	45.5
685	2009/05/12 11:48:19	43.5
686	2009/05/12 11:48:20	43.9
687	2009/05/12 11:48:21	45.1
688	2009/05/12 11:48:22	66.9
689	2009/05/12 11:48:23	55.0
690	2009/05/12 11:48:24	48.0
691	2009/05/12 11:48:25	51.9
692	2009/05/12 11:48:26	48.2
693	2009/05/12 11:48:27	44.3
694	2009/05/12 11:48:28	46.2
695	2009/05/12 11:48:29	48.3
696	2009/05/12 11:48:30	43.1
697	2009/05/12 11:48:31	41.1
698	2009/05/12 11:48:32	49.5
699	2009/05/12 11:48:33	46.6
700	2009/05/12 11:48:34	48.1
701	2009/05/12 11:48:35	46.7
702	2009/05/12 11:48:36	44.4
703	2009/05/12 11:48:37	48.0
704	2009/05/12 11:48:38	49.6
705	2009/05/12 11:48:39	42.8
706	2009/05/12 11:48:40	44.2
707	2009/05/12 11:48:41	45.7
708	2009/05/12 11:48:42	41.7
709	2009/05/12 11:48:43	41.2
710	2009/05/12 11:48:44	42.1
711	2009/05/12 11:48:45	39.0
712	2009/05/12 11:48:46	39.0
713	2009/05/12 11:48:47	38.3
714	2009/05/12 11:48:48	38.3
715	2009/05/12 11:48:49	40.4
716	2009/05/12 11:48:50	39.7
717	2009/05/12 11:48:51	40.0
718	2009/05/12 11:48:52	40.5
719	2009/05/12 11:48:53	41.2
720	2009/05/12 11:48:54	37.2
721	2009/05/12 11:48:55	41.4
722	2009/05/12 11:48:56	38.4
723	2009/05/12 11:48:57	38.1
724	2009/05/12 11:48:58	38.3
725	2009/05/12 11:48:59	38.6
726	2009/05/12 11:49:00	39.1
727	2009/05/12 11:49:01	38.7
728	2009/05/12 11:49:02	41.9
729	2009/05/12 11:49:03	40.2
730	2009/05/12 11:49:04	42.4
731	2009/05/12 11:49:05	47.0
732	2009/05/12 11:49:06	47.9
733	2009/05/12 11:49:07	50.3
734	2009/05/12 11:49:08	56.6
735	2009/05/12 11:49:09	64.4
736	2009/05/12 11:49:10	77.0
737	2009/05/12 11:49:11	76.6
738	2009/05/12 11:49:12	65.1
739	2009/05/12 11:49:13	63.4
740	2009/05/12 11:49:14	57.8
741	2009/05/12 11:49:15	57.7
742	2009/05/12 11:49:16	54.8
743	2009/05/12 11:49:17	54.4
744	2009/05/12 11:49:18	57.2
745	2009/05/12 11:49:19	59.7
746	2009/05/12 11:49:20	67.8
747	2009/05/12 11:49:21	75.9
748	2009/05/12 11:49:22	72.9
749	2009/05/12 11:49:23	68.6
750	2009/05/12 11:49:24	72.0
751	2009/05/12 11:49:25	75.7
752	2009/05/12 11:49:26	92.1
753	2009/05/12 11:49:27	82.3
754	2009/05/12 11:49:28	78.9
755	2009/05/12 11:49:29	70.8
756	2009/05/12 11:49:30	64.6
757	2009/05/12 11:49:31	66.9
758	2009/05/12 11:49:32	63.5
759	2009/05/12 11:49:33	59.5
760	2009/05/12 11:49:34	61.3
761	2009/05/12 11:49:35	60.5
762	2009/05/12 11:49:36	57.8
763	2009/05/12 11:49:37	59.6
764	2009/05/12 11:49:38	58.7
765	2009/05/12 11:49:39	58.5
766	2009/05/12 11:49:40	57.7
767	2009/05/12 11:49:41	58.0
768	2009/05/12 11:49:42	55.4
769	2009/05/12 11:49:43	52.3
770	2009/05/12 11:49:44	51.9
771	2009/05/12 11:49:45	53.0
772	2009/05/12 11:49:46	51.1
773	2009/05/12 11:49:47	55.9
774	2009/05/12 11:49:48	56.8
775	2009/05/12 11:49:49	54.6
776	2009/05/12 11:49:50	54.1
777	2009/05/12 11:49:51	49.7
778	2009/05/12 11:49:52	50.5

779	2009/05/12	11:49:53	51.7
780	2009/05/12	11:49:54	51.1
781	2009/05/12	11:49:55	47.7
782	2009/05/12	11:49:56	45.6
783	2009/05/12	11:49:57	44.2
784	2009/05/12	11:49:58	42.7
785	2009/05/12	11:49:59	44.7
786	2009/05/12	11:50:00	46.7
787	2009/05/12	11:50:01	42.9
788	2009/05/12	11:50:02	41.1
789	2009/05/12	11:50:03	42.6
790	2009/05/12	11:50:04	40.4
791	2009/05/12	11:50:05	41.3
792	2009/05/12	11:50:06	43.6
793	2009/05/12	11:50:07	42.1
794	2009/05/12	11:50:08	41.2
795	2009/05/12	11:50:09	44.7
796	2009/05/12	11:50:10	47.9
797	2009/05/12	11:50:11	45.4
798	2009/05/12	11:50:12	42.3
799	2009/05/12	11:50:13	42.5
800	2009/05/12	11:50:14	44.1
801	2009/05/12	11:50:15	41.9
802	2009/05/12	11:50:16	42.6
803	2009/05/12	11:50:17	44.8
804	2009/05/12	11:50:18	44.9
805	2009/05/12	11:50:19	43.7
806	2009/05/12	11:50:20	47.1
807	2009/05/12	11:50:21	45.1
808	2009/05/12	11:50:22	42.9
809	2009/05/12	11:50:23	42.9
810	2009/05/12	11:50:24	45.3
811	2009/05/12	11:50:25	47.7
812	2009/05/12	11:50:26	45.1
813	2009/05/12	11:50:27	47.1
814	2009/05/12	11:50:28	45.9
815	2009/05/12	11:50:29	48.7
816	2009/05/12	11:50:30	45.0
817	2009/05/12	11:50:31	45.5
818	2009/05/12	11:50:32	45.8
819	2009/05/12	11:50:33	45.1
820	2009/05/12	11:50:34	47.6
821	2009/05/12	11:50:35	49.2
822	2009/05/12	11:50:36	54.3
823	2009/05/12	11:50:37	53.4
824	2009/05/12	11:50:38	48.0
825	2009/05/12	11:50:39	50.3
826	2009/05/12	11:50:40	51.1
827	2009/05/12	11:50:41	53.3
828	2009/05/12	11:50:42	53.2
829	2009/05/12	11:50:43	53.5
830	2009/05/12	11:50:44	55.8
831	2009/05/12	11:50:45	52.1
832	2009/05/12	11:50:46	56.6
833	2009/05/12	11:50:47	60.6
834	2009/05/12	11:50:48	54.8
835	2009/05/12	11:50:49	55.2
836	2009/05/12	11:50:50	59.8
837	2009/05/12	11:50:51	60.2
838	2009/05/12	11:50:52	56.2
839	2009/05/12	11:50:53	57.1
840	2009/05/12	11:50:54	59.4
841	2009/05/12	11:50:55	62.8
842	2009/05/12	11:50:56	58.7
843	2009/05/12	11:50:57	59.7
844	2009/05/12	11:50:58	61.8
845	2009/05/12	11:50:59	64.8
846	2009/05/12	11:51:00	69.0
847	2009/05/12	11:51:01	70.2
848	2009/05/12	11:51:02	66.2
849	2009/05/12	11:51:03	61.5
850	2009/05/12	11:51:04	60.5
851	2009/05/12	11:51:05	60.5
852	2009/05/12	11:51:06	57.4
853	2009/05/12	11:51:07	61.6
854	2009/05/12	11:51:08	60.7
855	2009/05/12	11:51:09	60.4
856	2009/05/12	11:51:10	58.2
857	2009/05/12	11:51:11	55.4
858	2009/05/12	11:51:12	60.5
859	2009/05/12	11:51:13	57.1
860	2009/05/12	11:51:14	54.9
861	2009/05/12	11:51:15	56.6
862	2009/05/12	11:51:16	54.7
863	2009/05/12	11:51:17	54.2
864	2009/05/12	11:51:18	57.2
865	2009/05/12	11:51:19	56.8
866	2009/05/12	11:51:20	52.1
867	2009/05/12	11:51:21	56.1
868	2009/05/12	11:51:22	55.1
869	2009/05/12	11:51:23	52.5
870	2009/05/12	11:51:24	49.0
871	2009/05/12	11:51:25	49.9
872	2009/05/12	11:51:26	54.4
873	2009/05/12	11:51:27	51.5
874	2009/05/12	11:51:28	48.5
875	2009/05/12	11:51:29	46.6
876	2009/05/12	11:51:30	46.3
877	2009/05/12	11:51:31	45.6

878	2009/05/12	11:51:32	45.9
879	2009/05/12	11:51:33	50.1
880	2009/05/12	11:51:34	49.6
881	2009/05/12	11:51:35	48.7
882	2009/05/12	11:51:36	49.5
883	2009/05/12	11:51:37	46.9
884	2009/05/12	11:51:38	49.5
885	2009/05/12	11:51:39	48.6
886	2009/05/12	11:51:40	50.3
887	2009/05/12	11:51:41	49.1
888	2009/05/12	11:51:42	48.3
889	2009/05/12	11:51:43	47.1
890	2009/05/12	11:51:44	49.4
891	2009/05/12	11:51:45	50.3
892	2009/05/12	11:51:46	52.8
893	2009/05/12	11:51:47	56.2
894	2009/05/12	11:51:48	60.4
895	2009/05/12	11:51:49	66.2
896	2009/05/12	11:51:50	73.3
897	2009/05/12	11:51:51	71.0
898	2009/05/12	11:51:52	64.7
899	2009/05/12	11:51:53	61.8
900	2009/05/12	11:51:54	59.9

Location #9 – Center of West Campus

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 65.7 - 2009/05/12 12:07:05
- Level Range : 40-100
- SEL : 79.5
- Leq : 50.0
-

No.s	Date Time	(dB)
1	2009/05/12 12:00:42	44.3
2	2009/05/12 12:00:43	43.8
3	2009/05/12 12:00:44	43.9
4	2009/05/12 12:00:45	44.2
5	2009/05/12 12:00:46	44.5
6	2009/05/12 12:00:47	45.0
7	2009/05/12 12:00:48	43.8
8	2009/05/12 12:00:49	44.4
9	2009/05/12 12:00:50	46.3
10	2009/05/12 12:00:51	44.8
11	2009/05/12 12:00:52	44.5
12	2009/05/12 12:00:53	45.0
13	2009/05/12 12:00:54	43.8
14	2009/05/12 12:00:55	42.9
15	2009/05/12 12:00:56	43.4
16	2009/05/12 12:00:57	43.2
17	2009/05/12 12:00:58	43.8
18	2009/05/12 12:00:59	43.1
19	2009/05/12 12:01:00	43.3
20	2009/05/12 12:01:01	44.7
21	2009/05/12 12:01:02	44.0
22	2009/05/12 12:01:03	44.5
23	2009/05/12 12:01:04	45.7
24	2009/05/12 12:01:05	45.1
25	2009/05/12 12:01:06	46.1
26	2009/05/12 12:01:07	45.4
27	2009/05/12 12:01:08	46.4
28	2009/05/12 12:01:09	47.7
29	2009/05/12 12:01:10	48.5
30	2009/05/12 12:01:11	48.5
31	2009/05/12 12:01:12	46.9
32	2009/05/12 12:01:13	48.8
33	2009/05/12 12:01:14	48.3
34	2009/05/12 12:01:15	50.0
35	2009/05/12 12:01:16	50.2
36	2009/05/12 12:01:17	51.0
37	2009/05/12 12:01:18	50.5
38	2009/05/12 12:01:19	50.4
39	2009/05/12 12:01:20	51.0
40	2009/05/12 12:01:21	54.7
41	2009/05/12 12:01:22	54.9
42	2009/05/12 12:01:23	56.2
43	2009/05/12 12:01:24	56.2
44	2009/05/12 12:01:25	54.8
45	2009/05/12 12:01:26	52.8
46	2009/05/12 12:01:27	51.0
47	2009/05/12 12:01:28	50.8
48	2009/05/12 12:01:29	50.9
49	2009/05/12 12:01:30	51.5
50	2009/05/12 12:01:31	50.0
51	2009/05/12 12:01:32	49.4
52	2009/05/12 12:01:33	49.4
53	2009/05/12 12:01:34	51.5
54	2009/05/12 12:01:35	50.3
55	2009/05/12 12:01:36	50.5
56	2009/05/12 12:01:37	48.4
57	2009/05/12 12:01:38	51.1
58	2009/05/12 12:01:39	49.5
59	2009/05/12 12:01:40	48.7
60	2009/05/12 12:01:41	48.2
61	2009/05/12 12:01:42	51.3
62	2009/05/12 12:01:43	47.8
63	2009/05/12 12:01:44	46.3
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Appendix E

Traffic Impact Study

LINSCOTT LAW & GREENSPAN
engineers

Providing Mobility Solutions for 50 YEARS 1966-2016

TRAFFIC IMPACT STUDY

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

City of La Verne, California
October 6, 2016

Prepared for:

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DRAFT

TRAFFIC IMPACT STUDY

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

City of La Verne, California
October 6, 2016

1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts of the proposed University of La Verne Facilities and Technology Master Plan (the "Project") on the surrounding street system. The Project encompasses the University of La Verne and includes three campuses: La Verne Campus, Park Campus, and Campus West. The proposed project site and general vicinity are shown in ***Figure 1-1***.

The traffic analysis follows City of La Verne guidelines and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[1]. This traffic analysis evaluates potential project-related impacts at 18 key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of La Verne staff. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the signalized study intersections. The Highway Capacity Manual method was used to determine delay values and corresponding Levels of Service at the unsignalized study intersections. A review also was conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program transportation impact assessment analysis is required for the proposed project.

While the proposed project site is situated within the jurisdiction of the City of La Verne, the traffic study also evaluates potential traffic impacts associated with the project at study intersections located in the adjacent City of San Dimas. Potential traffic impacts to the City of San Dimas study intersections were determined using the impact criteria of the City of San Dimas. The Intersection Capacity Utilization method was used to determine Volume-to-Capacity ratios and corresponding Levels of Service at the study intersections located in the City of San Dimas.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast traffic volumes from the proposed project, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative baseline traffic volumes (i.e., for years 2021, 2028, and 2035 coinciding with the three phases of project development), (v) forecasts future traffic volumes with the proposed project (i.e., for the Phase I project in year 2021, Phase II project in year 2028, and Build-out/Phase III project in year 2035), (vi) determines future forecast with project-related impacts for each future analysis condition, and (vii) recommends mitigation measures, where necessary.

[1] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

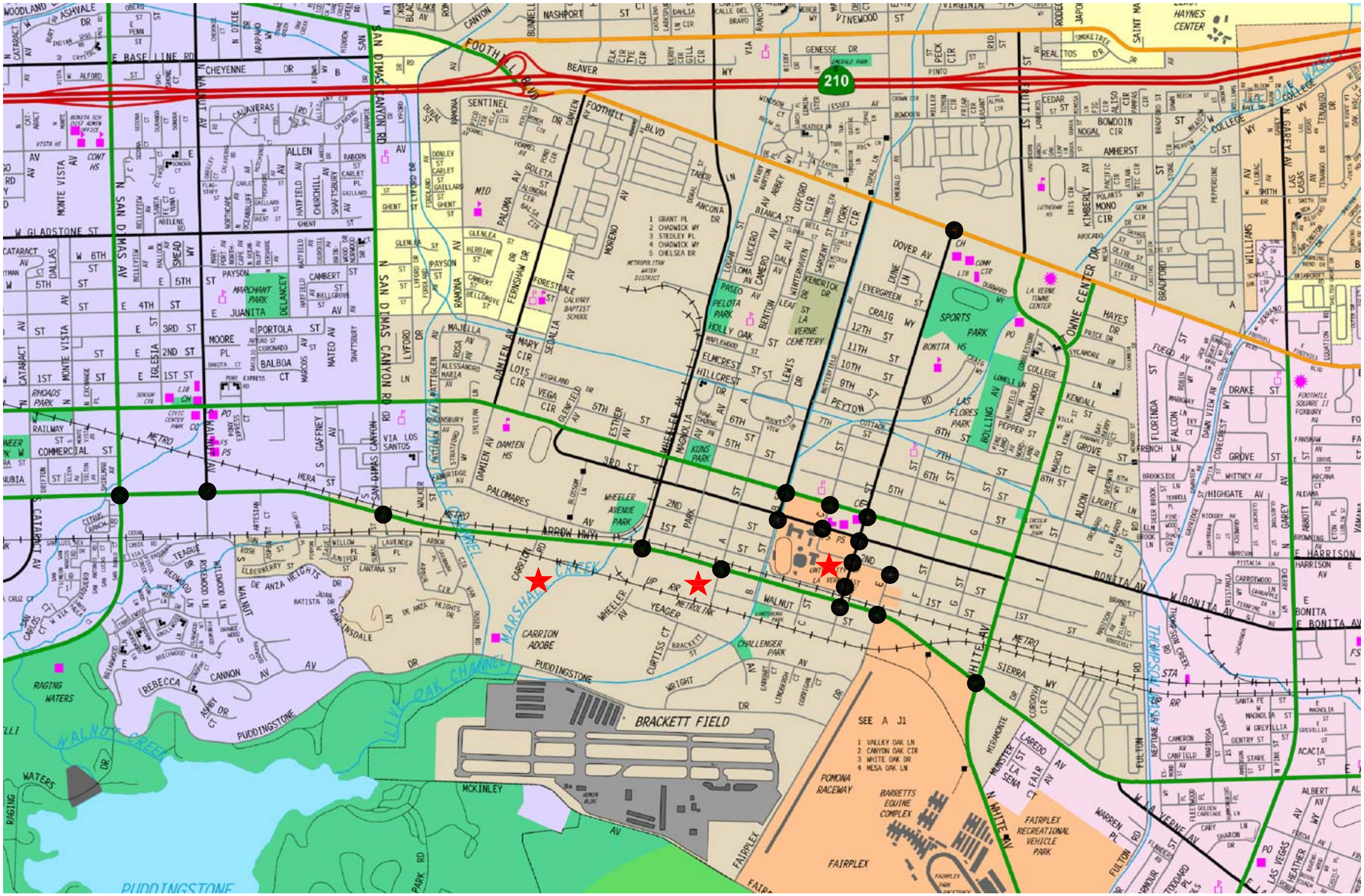

FIGURE 1-1
VICINITY MAP

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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1.1 Study Area

Upon coordination with City of La Verne staff, a total of 18 study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. These study locations provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements.

The locations selected for analysis were based on the above criteria, proposed project peak hour vehicle trip generation, the anticipated distribution of project vehicular trips and existing intersection/corridor operations. The 18 study intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation.

1. San Dimas Avenue & Arrow Highway (City of San Dimas)
2. Walnut Avenue & Arrow Highway (City of San Dimas)
3. San Dimas Canyon Road & Arrow Highway (Cities of San Dimas and La Verne)
4. Wheeler Avenue & Arrow Highway (City of La Verne)
5. A Street & Arrow Highway (City of La Verne)
6. B Street & Bonita Avenue (City of La Verne)
7. B Street & 3rd Street (City of La Verne)
8. C Street & Bonita Avenue (City of La Verne)
9. C Street & 3rd Street (City of La Verne)
10. D Street & Foothill Boulevard (City of La Verne)
11. D Street & Bonita Avenue (City of La Verne)
12. D Street & 3rd Street (City of La Verne)
13. D Street & 2nd Street (City of La Verne)
14. D Street & Parking Structure D Access (City of La Verne)

15. D Street & Arrow Highway (City of La Verne)
16. E Street & 2nd Street (City of La Verne)
17. E Street-Fairplex Drive & Arrow Highway (City of La Verne)
18. White Avenue & Arrow Highway (City of La Verne)

As shown above, 15 of the study intersections are located wholly within the City of La Verne, two study intersections are located wholly within the City of San Dimas, and one study intersection is shared between the two cities. The Volume-to-Capacity (for signalized intersections), Vehicle Delay (for unsignalized intersections) and Level of Service calculations for the study intersections were used to evaluate potential traffic-related impacts associated with area growth, cumulative projects and the proposed University of La Verne Facilities and Technology Master Plan project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service, and/or to mitigate the impact of the project.

1.2 Overview of Senate Bill 743[2]

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743 (Steinberg, 2013). Among other things, SB 743 creates a process to change analysis of transportation impacts under the California Environmental Quality Act (Public Resources Code section 21000 and following) (CEQA), which could include analysis based on project vehicle miles traveled (VMT) rather than impacts to intersection Level of Service. On December 30, 2013, the State of California Governor's Office of Planning and Research (OPR) released a preliminary evaluation of alternative methods of transportation analysis. The intent of the original guidance documentation was geared towards projects within areas that are designated as transit priority areas first, to be followed by other areas of the State. OPR issued another draft discussion document in March, 2015, suggesting some new revisions to the formal CEQA guidelines. OPR has recently issued another guidance document (January 2016) and is requesting additional input. Therefore, these requirements are not binding at this time as the earliest adoption of formal changes to the CEQA guidelines is not expected until 2017 at the earliest.

[2] *An act to amend Sections 21181, 21186, 21187, 21189.1, and 21189.3 of, to repeal and add Section 21185 of, and to add and repeal Section 21186.6.6 of, the Public Resources Code, relating to environmental quality.*

2.0 PROJECT DESCRIPTION

2.1 Project Location and Existing Setting

The University of La Verne encompasses approximately 97 acres and includes three campuses: La Verne Campus, Park Campus, and Campus West. The proposed project site and general vicinity are shown in *Figure 1-1*. The general boundaries and existing settings for the three campuses are provided in the following paragraphs.

- La Verne Campus: The La Verne Campus site, which is the main/primary University campus, consists of approximately 38 acres and is generally bounded by Bonita Avenue to the north, Arrow Highway to the south, E Street to the east, and B Street to the west. It comprises mostly academic buildings, residence halls, dining halls, recreational fields, landscaped open spaces, parking lots/structure, and pathways. The La Verne Campus is primarily surrounded by residential uses to the north and a mix of light industrial/commercial and residential uses to the south. To the east across D Street and north of 2nd Street, the La Verne Campus is bordered by commercial retail and restaurant uses. The area west of the La Verne Campus is within the Lordsburg Specific Plan and includes mostly residential uses.

- Park Campus: The Park Campus site, located approximately 0.3 miles southwest of the La Verne Campus, consists of approximately 4 acres and is generally bounded by Arrow Highway to the north, the Metrolink Rail Line to the south, A Street to the east, and Park Avenue to the west. The University of La Verne owns two parcels which includes a 3,240 square-foot building and a surface parking lot with approximately 455 parking spaces. Additionally, the University of La Verne leases the 18,523 square-foot Park Campus Facility which is located at the southwest corner of the Park Avenue/Arrow Highway intersection. The Park Campus site is located within the Arrow Corridor Specific Plan area. The Park Campus site is bordered by a block of commercial and office uses to the north and the La Verne Business Park to the south. Park Campus abuts primarily residential uses to the east and the Priceland La Verne Commerce Center to the west.

- Campus West: The Campus West site, located approximately 0.6 miles southwest of the La Verne Campus, consists of approximately 55 acres and is generally bounded by the Metrolink Rail Line to the north, Puddingstone Drive to the south, Wheeler Avenue to the east, and the Puddingstone Reservoir storm water channel to the west. Approximately 14 acres of Campus West are currently occupied with the University of La Verne's Athletic Complex. The Athletic Complex includes ball fields and associated dugouts, locker rooms, training rooms, and restrooms. Approximately 180 parking spaces are provided to accommodate the Athletic Complex. The remaining 41 acres to the south and west of the Athletic Complex are currently vacant. The Campus West site is located within the Arrow Corridor Specific Plan area. Uses that border the Campus West site to the north include industrial/manufacturing, automobile repair/maintenance, food pantry, medical diagnostics laboratory, and a human resources company. To the south of the Campus West site is the Brackett Air Field. Uses that border Campus West to the east include a biopharmaceutical

manufacturing facility, a light industrial facility, and the La Verne Business Park. Campus West is bordered by the Park La Verne residential community to the west.

An aerial photograph of the three campuses is contained in ***Figure 2-1***. A discussion of the existing project site access schemes is provided in Section 3.0 herein.

2.2 Proposed Project Description

In order to support existing needs and to accommodate the projected increase in student enrollment of approximately 970 students over the course of 20 years, the following summarizes the three phases of development associated with the proposed University of La Verne Facilities and Technology Master Plan project:

- *Phase I Project (Year 2015 to Year 2021)*:

  Phase I La Verne Campus
  - Demolition of three buildings totaling approximately 33,091 square feet;
  - Renovation and refurbishment of Brandt Residence Hall;
  - Removal of 197 parking spaces[3];
  - Closure of C Street (south of 3rd Street) and 2nd Street (one-way eastbound section east of C Street) and conversion into pedestrian promenades but maintain service/emergency vehicle access;
  - Construction of five new buildings totaling approximately 192,850 square feet;
  - Other projects include campus entry markers, meditation garden/water feature, connecting mall, service yard under third floor overhang, student dining plaza, student life quad, and Gold Line gateway plaza;
  - Construction of a visitor parking lot with 72 parking spaces;
  - Provision of a net increase between 123 beds and 173 beds for on-campus housing;
  - An increase in student enrollment of up to an additional 304 students.

  Phase I Park Campus
  - No proposed change of use or capacity of existing building or parking capacities;
  - Site may be improved with new pavement, striping, and/or landscaping.

  Phase I Campus West
  - Construction of a new bridge/roadway extension to cross the Marshal Canyon storm water channel;
  - Construction of multi-family residential dwelling units up to 170 apartment units.

  The conceptual La Verne Campus Phase I site plan is illustrated in ***Figure 2-2***. The conceptual Campus West Phase I site plan is illustrated in ***Figure 2-3***.

[3] To alleviate some of the proposed loss of parking spaces, the University of La Verne has recently constructed the 940-space parking structure located near D Street/Arrow Highway.

University of La Verne footprint (owned/leased property)

1 La Verne Campus
2 Campus West
3 Shuttle Lot & Carson Building
4 Park Campus
5 Old Town La Verne
6 Brackett Field Airport
7 Transit Oriented District
8 Damien High School
9 Arrow Highway
10 Gold Line Transit District

N

NOT TO SCALE

MAP SOURCE: LPA INTEGRATED PLANNING

FIGURE 2-1
AERIAL PHOTOGRAPH
UNIVERSITY OF LA VERNE PROJECT SITE

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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Lost square footage		
Interfaith Chapel		- 2,600
Stu-Han Residence Hall		- 28,800
Modular Classroom Building		- 3,200
Total (gsf)		**-33,091**
Refurbished square footage		
Brandt Residence Hall		22,500
New square footage		
Academic Building I		53,100
New Center for Spirituality, Interfaith Cooperation and Multicultural Advancement		9,300
North Physical Plant		2,000
Residence Hall		79,650
Dining / Campus Event Space		48,800
Total (gsf)		**192,850**
Net square footage gain		**159,759**
Bed count		
Lost beds (Brandt)		-95
Lost beds (Stu-Han)		-132
New residence hall	(2-bed/unit)	350
	(max 3-bed unit)	400
Net beds gain (range)		**123/173**
Parking Before Phase I		
Parking / FTE Ratio		.30*
FTE		4,727**
Spaces required		1,418***
Supply of spaces		2,270
		840 Surplus Spaces
University lost parking		
"I" parking lot		- 18
"D" parking lot		- 102
"O" parking lot		- 20
2nd Street		- 21
C Street		- 36
New parking		
Visitor parking lot		**72 Spaces gained**
Parking at Phase I Completion		**2,145 Spaces**

*As determined by City of La Verne
**Based upon current University population and anticipated FTE by completion of Phase I
***Actual number as designed

N

NOT TO SCALE

MAP SOURCE: LPA INTEGRATED PLANNING

FIGURE 2-2
LA VERNE CAMPUS PHASE I SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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MAP SOURCE: LPA INTEGRATED PLANNING

FIGURE 2-3
CAMPUS WEST PHASE I SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

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- *Phase II Project (Year 2022 to Year 2028)*:

  Phase II La Verne Campus
  - Demolition of two buildings totaling approximately 22,092 square feet;
  - Closure of 3rd Street (from east of Parking Lot A to C Street) and conversion into pedestrian promenade but maintain service/emergency vehicle access;
  - Construction of two new buildings totaling approximately 96,000 square feet;
  - Other projects include a student plaza and a student services plaza;
  - An increase in student enrollment of up to an additional 370 students.

  Phase II Park Campus
  - No proposed change of use or capacity of existing building or parking capacities;
  - Site may be improved with new pavement, striping, and/or landscaping.

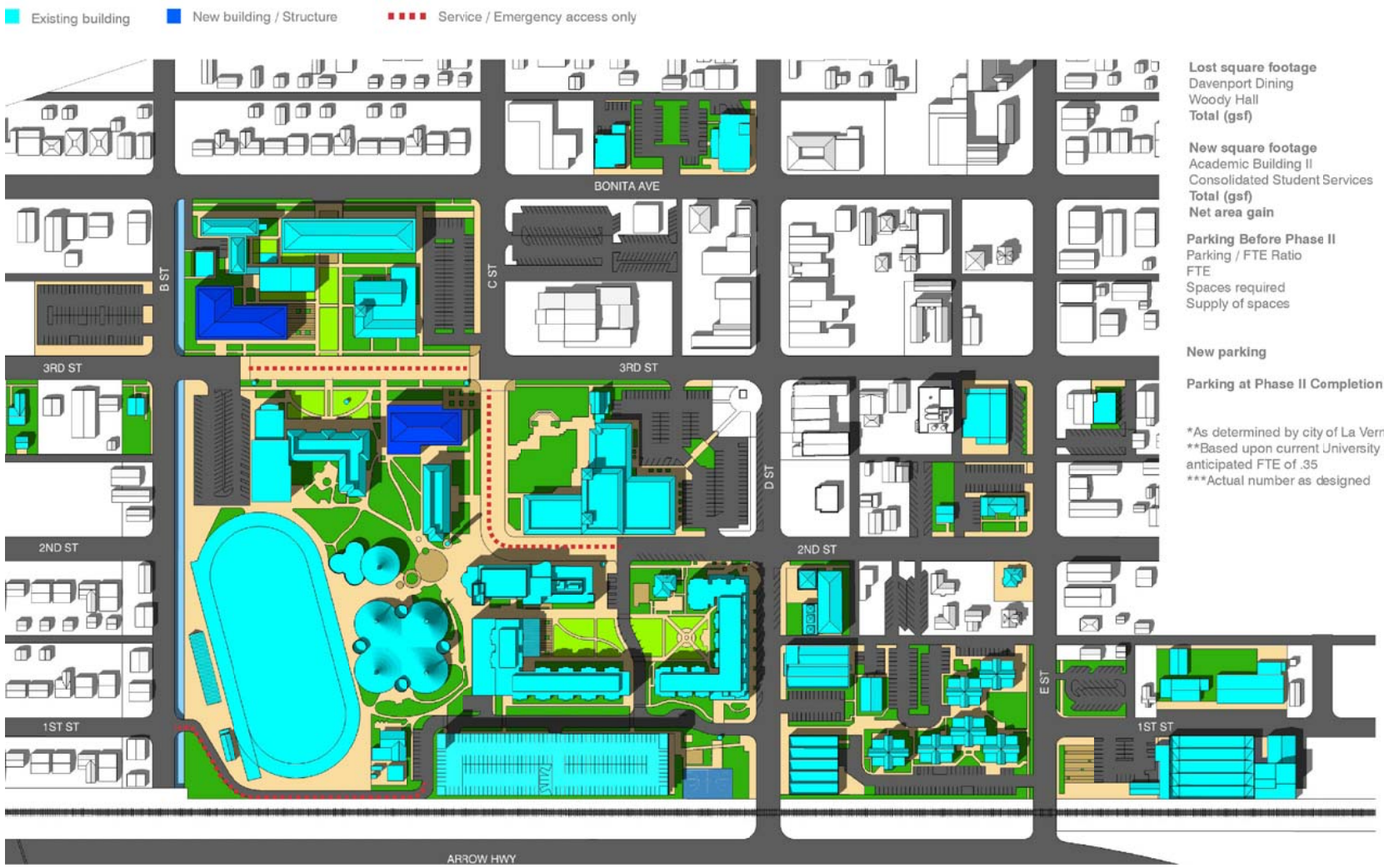
  Phase II Campus West
  - Construction of a 5,000 square-foot University House including modest conference facilities to support gatherings/university guests;
  - Construction of a parking lot with 60 parking spaces.

  The conceptual La Verne Campus Phase II site plan is illustrated in ***Figure 2-4***. The conceptual Campus West Phase II site plan is illustrated in ***Figure 2-5***.

- *Phase III Project (Year 2029 to Year 2035)*:

  Phase III La Verne Campus
  - Demolition of the acquired buildings north of Oaks Residence Hall;
  - Demolition of five buildings totaling approximately 92,590 square feet;
  - Removal of 234 parking spaces;
  - Construction of five new mixed-use buildings totaling approximately 262,500 square feet;
  - Other projects include an Old Town pedestrian connection, a gateway plaza, a student recreation pool, service yard, student court, and an arrival plaza/historic grove;
  - Construction of a new parking structure with 750 parking spaces;
  - Provision of a net increase between 571 beds and 991 beds for on-campus housing;
  - An increase in student enrollment of up to an additional 297 students.

  Phase III Park Campus
  - No proposed change of use or capacity of existing building or parking capacities;
  - Site may be improved with new pavement, striping, and/or landscaping.



Lost square footage	
Davenport Dining	- 9,570
Woody Hall	- 13,522
Total (gsf)	**- 22,092**
New square footage	
Academic Building II	51,000
Consolidated Student Services	45,000
Total (gsf)	**96,000**
Net area gain	**73,908**
Parking Before Phase II	
Parking / FTE Ratio	.30*
FTE	4,727**
Spaces required	1,418***
Supply of spaces	2,145
	727 Surplus Spaces
New parking	**None**
Parking at Phase II Completion	**2,145 Spaces**

*As determined by city of La Verne
**Based upon current University population and anticipated FTE of .35
***Actual number as designed

NOT TO SCALE

MAP SOURCE: LPA INTEGRATED PLANNING

FIGURE 2-4
LA VERNE CAMPUS PHASE II SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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Existing Building / Development | New Building / Structure | Undeveloped Land | New Development

EXISTING SITE PROJECTS

1 Athletic complex
2 Multi-family residential
3 Undeveloped land

NEW SITE PROJECTS

4 University House parking - 60 spots

NEW BUILDINGS / COMPLEX

A University House - 5,000 sq. ft

NOT TO SCALE

MAP SOURCE: LPA INTEGRATED PLANNING

FIGURE 2-5
CAMPUS WEST PHASE II SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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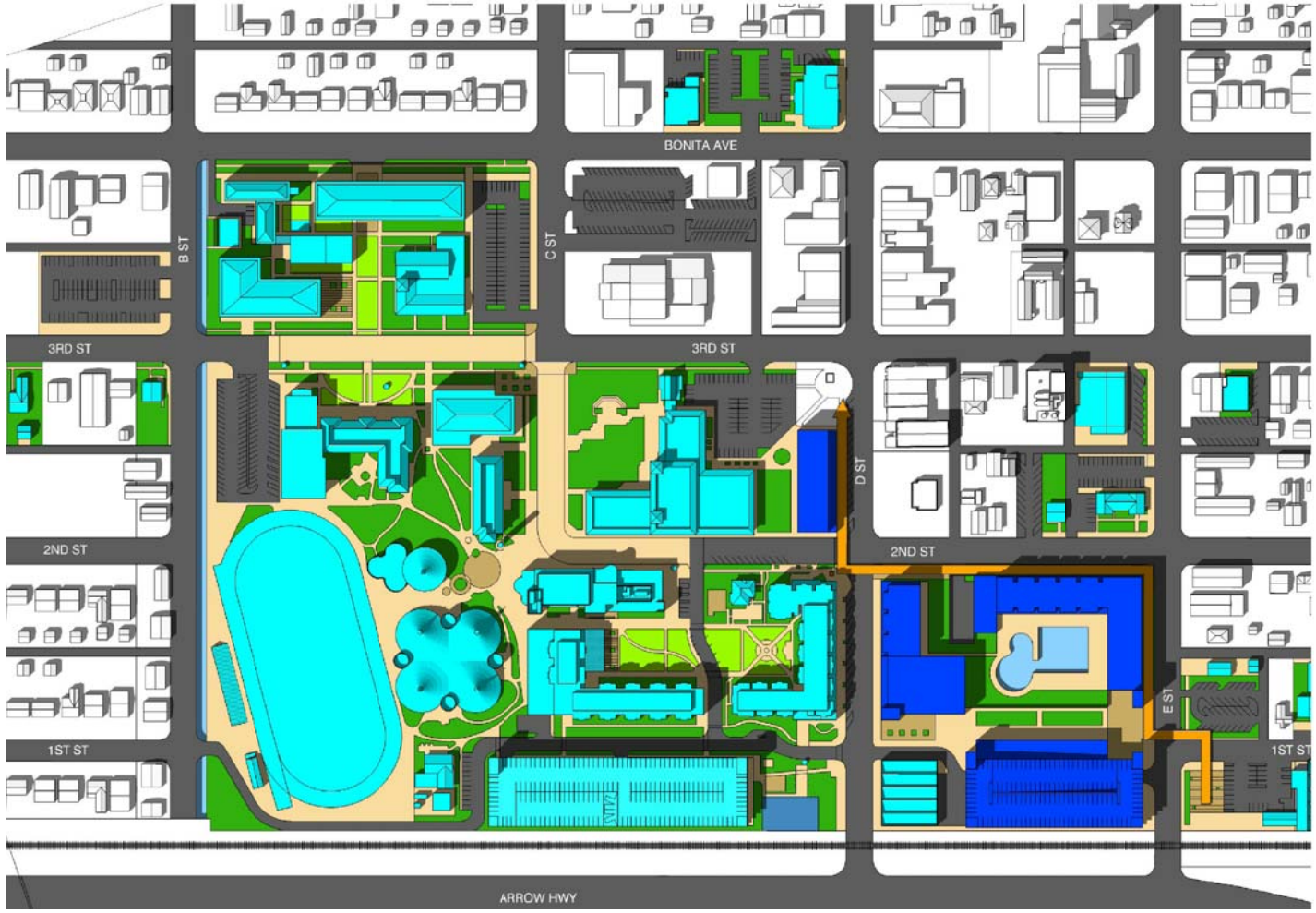
Phase III Campus West

- Construction of a new administrative facility with up to 67,000 square feet of building floor area and associated parking;
- Construction of a loop road, a north access road to connect to/from Carrion Road, and a south access road to connect to/from Puddingstone Drive;
- Other project includes the provision of landscape buffers.

The conceptual La Verne Campus Phase III site plan is illustrated in ***Figure 2-6***. The conceptual Campus West Phase III site plan is illustrated in ***Figure 2-7***.

Phase I of the proposed project is planned to be completed by year 2021. Phase II of the proposed project is planned to be completed by year 2028. Build-out (Phase III) of the proposed project is planned to be completed by year 2035. A discussion of the proposed project site access schemes is provided in Section 3.0 herein.

Existing building | New building / Structure | Gold Line pedestrian path to historic Old Town La Verne



Lost square footage		
Oaks Dormitories		- 48,104
Barkley Annex		- 3,200
Barkley Building		- 11,281
Health Services		- 1,455
Leo Hall		- 28,550
Total (gsf)		**- 92,590**
New square footage		
Academic / Mixed-Use building I		50,000
Attached Retail base		18,000
Parking Structure II		N/A
Physical Plant East / Pool Support		4,500
Residence Hall II / Mixed-Use building		108,000
Residence Hall III / Mixed-Use building		47,000
Student Recreation Center		35,000
Total (gsf)		**262,500**
Net square footage gain		**169,910**
Bed count		
Lost beds (Oaks)		-269
Residence Hall II	(2-bed/unit)	480
	(3-bed unit)	720
Residence Hall III	(2-bed/unit)	360
	(3-bed unit)	540
Net beds gain (range)		**571/991**
Parking Before Phase III		
Parking / FTE Ratio		.30*
FTE		4,727**
Spaces required		1,418***
Supply of spaces		2,145
		727 Surplus Spaces
University lost parking		
"E" parking lot		- 65
Oaks Dormitories		- 169
New parking		
Parking structure		**750 Spaces gained**
Parking Balance		**516 Spaces gained**
Parking at Phase III Completion		**2,661 Spaces**

*As determined by city of La Verne
**Based upon current University population and anticipated FTE of .35
***Actual number as designed

N
NOT TO SCALE

MAP SOURCE: LPA INTEGRATED PLANNING

FIGURE 2-6
LA VERNE CAMPUS PHASE III SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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Existing Building / Development | New Building / Structure | Undeveloped Land | New Development

EXISTING SITE PROJECTS

1 Athletic complex
2 Multi-family residential
3 University House
4 University House parking

NEW SITE PROJECTS

5 Loop road
6 Landscape buffer
7 North access road
8 South access road
9 Office Parking / M&O Yard

NEW BUILDINGS / COMPLEX

A HR/Facilities/OIT building - 67,000 sq. ft
B Undetermined Use

N

NOT TO SCALE

MAP SOURCE: LPA INTEGRATED PLANNING

FIGURE 2-7
CAMPUS WEST PHASE III SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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3.0 SITE ACCESS AND CIRCULATION

One of the key objectives of the Old Town La Verne Specific Plan, in which the La Verne Campus site is a part of, is the provision of existing and future parking garages within Old Town to support the "Park Once" concept and encourage walking throughout the Old Town area. The concept is to create a mixed-use urban village that would be linked to other working, shopping, residential, and recreational areas in the region through non-automotive means so as to further regional planning objectives of reducing dependency on the automobile and reducing the adverse environmental effects of such dependency (air pollution, fossil fuel consumption, greenhouse gas production, and congestion). The main La Verne Campus project site is located in close proximity to the Metrolink line with the existing Pomona North station located approximately one mile to the east. Additionally, the future Gold Line La Verne station is proposed to be located immediately adjacent to the La Verne Campus project site (at the northeast corner of E Street and Arrow Highway). The recently opened 940-space parking structure near D Street and Arrow Highway, along with Metro's proposed 600-space station parking structure and the proposed 750-space parking structure for Phase III project will further support and promote the "Park Once" concept. Additionally, the proposed Phase III mixed-use project components are anticipated to facilitate and provide pedestrian linkages between Old Town, the University of La Verne, the future Gold Line Station, and surrounding areas.

Descriptions of the existing and proposed site access and circulation schemes are provided in the following subsections.

3.1 Existing Vehicular Site Access

Vehicular access to the various La Verne Campus parking areas is currently provided via driveways on Bonita Avenue, 3rd Street, 2nd Street, 1st Street, B Street, C Street, D Street, and E Street. Vehicular access to the Park Campus site parking areas is currently provided via driveways on Wheeler Avenue, Park Avenue, and A Street. Vehicular access to the Campus West site parking areas is currently provided via driveways on Wheeler Avenue. It should be noted that the extension of Wheeler Avenue from its current terminus to Puddingstone Drive is near completion.

3.2 Proposed Project Vehicular Site Access

The proposed site access scheme for the La Verne Campus site is displayed in *Figures 2-2*, *2-4*, and *2-6*, respectively, for the Phase I, Phase II, and Phase III projects. Driveway access to all existing parking areas will be maintained throughout the main campus, with the exception of those parking lots which are proposed to be removed. In addition, as part of the closures of C Street and 2nd Street under the Phase I project conditions, no vehicular access will be allowed except for service/emergency vehicles. As shown in *Figure 2-2* under the Phase I project conditions, vehicular access to the new visitor parking lot is proposed to be provided on the west side of C Street, just north of 3rd Street. As shown in *Figure 2-6* under the Phase III project conditions, vehicular access to the new parking structure is proposed to be provided on the west side of E Street, between 1st Street and Arrow Highway.

The proposed site access scheme for Campus West is displayed in *Figures 2-3*, *2-5*, and *2-7*, respectively, for the Phase I, Phase II, and Phase III projects. As shown in *Figure 2-3* under the Phase I project conditions, vehicular access to the multi-family residential project component is proposed to be provided on the west side of Wheeler Avenue and the south side of the new east-west access roadway. As shown in *Figure 2-5* under the Phase II project conditions, vehicular access to the University House is proposed to be provided via the new bridge/extension of the east-west access roadway. As shown in *Figure 2-7* under the Phase III project conditions, vehicular access to the new administrative facility is proposed to be provided via the future loop road which will also provide access to Carrion Road to the north and to Puddingstone Drive to the south via a new north-south access road.

As discussed previously, no change of use or capacity of existing building or parking capacities at the Park Campus site is proposed. Therefore, existing vehicular access to and from the Park Campus site will be maintained.

3.3 Pedestrian Access

The proposed project will be designed to encourage pedestrian activity and walking as a transportation mode[4]. The La Verne Campus site will provide many facilities and amenities to encourage pedestrian activities, including the 2nd and C Street pedestrian promenades, an outdoor student dining plaza, a student life quad, and pedestrian circulation in Phase I; the 3rd Street pedestrian promenade and a student plaza in Phase II; and additional pedestrian connection, a gateway plaza, and a student court in Phase III. As indicated in *Figures 2-2*, *2-4*, and *2-6*, the walkways planned within the La Verne Campus will connect to adjacent sidewalks in a manner that promotes walkability. Walkability is a term for the extent to which walking is readily available as a safe, connected, accessible and pleasant mode of transport. There are several criteria that are widely accepted as key aspects of the walkability of urban areas that should be satisfied. The underlying principle is that pedestrians should not be delayed, diverted, or placed in danger. The widely accepted characteristics of walkability are as follows:

- Connectivity: People can walk from one place to another without encountering major obstacles, obstructions, or loss of connectivity.
- Convivial: Pedestrian routes are friendly and attractive, and are perceived as such by pedestrians.
- Conspicuous: Suitable levels of lighting, visibility and surveillance over its entire length, with high quality delineation and signage.

[4] For example, refer to http://www.walkscore.com/, which generates a walkability score of approximately 64 (Somewhat Walkable) out of 100 for the La Verne Campus site and a walkability score of approximately 42 (Car Dependent) for the Campus West site. Walk Score calculates the walkability of an address by locating nearby stores, restaurants, schools, parks, etc. Walk Score measures how easy it is to live a car-lite lifestyle—not how pretty the area is for walking.

- Comfortable: High quality and well-maintained footpaths of suitable widths, attractive landscaping and architecture, shelter and rest spaces, and a suitable allocation of roadspace to pedestrians.

- Convenient: Walking is a realistic travel choice, partly because of the impact of the other criteria set forth above, but also because walking routes are of a suitable length as a result of land use planning with minimal delays.

A review of the project site plans and pedestrian walkway network indicates that these five primary characteristics are generally accommodated as part of the proposed project. The main La Verne Campus site is adjacent to and accessible from nearby commercial uses and other amenities along adjacent arterial corridors, as well as adjacent public bus transit stops. The pedestrian walkways within the site and the adjacent sidewalks will be appropriately landscaped and designed to provide a friendly walking environment. Additionally, the walkways will be well lit and include appropriate wayfinding signage.

3.4 Bicycle Access

The Federal and State transportation system recognizes three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from bicycle lanes. Bicycle Routes (Class III) are preferably located on collector and lower volume arterial streets.

There are no existing Class I or Class II bicycle facilities in the project vicinity. Based on the City of La Verne General Plan, Wheeler Avenue between Foothill Boulevard and Bonita Avenue is identified as a bicycle route. The General Plan has also identified Bonita Avenue, 1st Street, D Street and White Avenue in the project vicinity as future/proposed bicycle routes. In addition, the Old Town La Verne Specific Plan has proposed future bicycle connectors (Class I and/or Class III) in the project vicinity in an effort to connect Old Town and the University of La Verne with the proposed Gold Line station and the Fairplex.

4.0 EXISTING STREET SYSTEM

The local network of streets serving the three campuses of the University of La Verne includes Arrow Highway, 1st Street, 2nd Street, 3rd Street, Bonita Avenue, Wheeler Avenue, Park Avenue, A Street, B Street, C Street, D Street, and E Street. Of the 18 study intersections selected for analysis, nine intersections are currently traffic signal controlled. It should be noted that the City is completing the installation of a new traffic signal at the intersection of B Street and Bonita Avenue. This intersection is currently operated under stop-sign control with stop signs facing the northbound and southbound B Street approaches. The existing roadway configurations and intersection controls at the 18 study intersections are displayed in ***Figure 4-1***.

4.1 Roadway Classifications

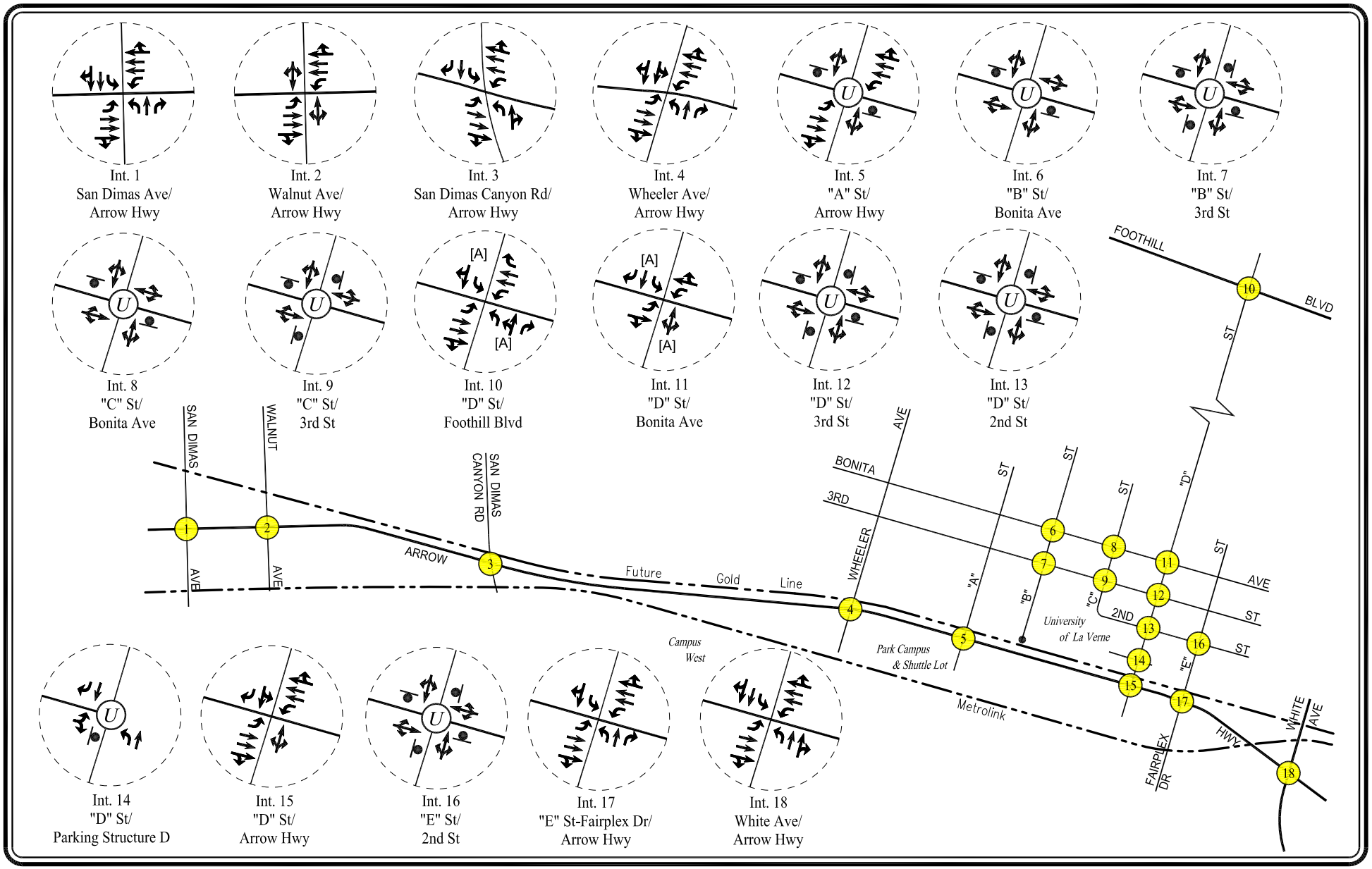
The City of La Verne utilizes the roadway categories recognized by regional, state and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses. The SR-210 and I-10 Freeways are located approximately one and a half to two miles to the north and south, respectively, of the project site.

- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. Arterials are generally designed with two to six travel lanes and their major intersections are signalized. This roadway type is divided into two categories: primary and secondary arterials. Primary arterials are typically four-or-more lane roadways and serve both local and regional through-traffic. Secondary arterials are typically two-to-four lane streets that service local and commute traffic.

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.

- *Local* roadways distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses.



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STOP SIGN

[A] SPLIT PHASE OPERATION

FIGURE 4-1
EXISTING LANE CONFIGURATIONS

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4.2 Roadway Descriptions

A review of the characteristics (e.g., street classification, number of travel lanes, speed limit, etc.) of important roadways in the project site vicinity and study area is summarized in ***Table 4-1***. As indicated in *Table 4-1*, the important roadways within the project study area were inventoried on a segment basis in terms of the number of lanes provided, median types, posted speed limits, etc. Additionally, the roadway classifications are also presented in *Table 4-1*.

4.3 Public Transit Services

4.3.1 Public Bus Transit Services

Public bus transit service within the project study area is currently provided by the Foothill Transit. A summary of the existing transit service, including the transit route, destinations and peak hour headways is presented in ***Table 4–2***. The existing public transit routes in the project site vicinity are illustrated in ***Figure 4–2***.

Foothill Transit operates six bus transit routes along major roadways within the traffic analysis study area, including routes on Foothill Boulevard, Bonita Avenue, San Dimas Avenue, D Street, and White Avenue/Arrow Highway. Foothill Transit routes provide headways ranging from two to five buses per hour during the morning and afternoon peak commute hours (i.e., the peak commute hour between 7:00 to 9:00 AM and 4:00 to 6:00 PM, respectively). The six Foothill Transit routes in the traffic analysis study area provide services for an average of (i.e., average of the directional number of buses during the peak hours) roughly 28 and 31 buses during the weekday AM and PM peak hours, respectively.

4.3.2 Regional Rail Transit Network Connections

Los Angeles County and surrounding counties are interconnected by a regional network of rail lines, with Union Station in Downtown Los Angeles functioning as the hub of the rail system. Amtrak, Metro, and the Southern California Regional Rail Authority (SCRRA) operate a system of heavy rail, light rail and subway lines that provide interconnections throughout Los Angeles County and connections between the six county Southern California region including Los Angeles County, Orange County, Riverside County, San Bernardino County, San Diego County and Ventura County.

Metro operates the Gold Line Foothill Extension from Pasadena to Azusa which recently began service in March 2016. The 11.5-mile extension added six new stations in the cities of Arcadia, Monrovia, Duarte, Irwindale, and Azusa (which has two stations). The next phase of the Gold Line Foothill Extension project, comprising 12.3 miles and will add six new stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont, and Montclair, received its Final EIR certification in March 2013 and this project is currently in advanced conceptual engineering stage. When completed, the future La Verne station will be located north of Arrow Highway and east of E Street in the immediate vicinity of the main La Verne Campus.

Table 4-1
EXISTING ROADWAY DESCRIPTIONS

Roadway	Classification [1]	Travel Lanes		Median Types [4]	Speed Limit
		Direction [2]	No. Lanes [3]		
San Dimas Avenue	Major Arterial	N/S	2 to 4	RMI/2WLT	35 to 40
Walnut Avenue	Secondary Arterial	N/S	2	N/A	30
San Dimas Canyon Road (Arrow Hwy to Bonita Ave)	Major Arterial	N/S	4 [5]	RMI	40
Wheeler Avenue	Secondary Arterial	N/S	4	N/A	40
A Street	Local Street	N/S	2	N/A	30
B Street	Collector Street	N/S	2	N/A	25
C Street	Local Street	N/S	2	N/A	25
D Street (3rd St to Foothill Blvd)	Collector Street	N/S	2	N/A	35
D Street (Arrow Hwy to 3rd St)	Local Street	N/S	2	N/A	25
E Street	Local Street	N/S	2	N/A	30
Fairplex Drive	Local Street	N/S	2	N/A	45
White Avenue	Major Arterial	N/S	2 to 4	RMI/2WLT	45 to 35
Foothill Boulevard	Major Arterial	E/W	4	RMI	45
Bonita Avenue	Secondary Arterial	E/W	2	N/A	30
3rd Street	Collector Street	E/W	2	N/A	25 to 35
2nd Street	Local Street	E/W	2	N/A	25
Arrow Highway (Valley Center Ave to San Dimas Canyon Rd)	Major Arterial	E/W	6	RMI	45
Arrow Highway (San Dimas Canyon Rd to Fulton Rd)	Major Arterial	E/W	6	RMI	45

Notes:
[1] Roadway classifications obtained from the *City of La Verne General Plan Map, 1998, and City of San Dimas General Plan, 1991*.
[2] Direction of roadways in the project area: N/S - North/South; and E/W - East/West.
[3] Number of lanes in both directions of the roadway.
[4] Median type of the road: RMI - Raised Median Island; 2WLT - 2-Way Left-Turn Lane; and N/A-Not Applicable.
[5] Bike Lane

Table 4-2
EXISTING TRANSIT ROUTES [1]

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Foothill Transit 187	Montclair to Pasadena via Claremont, La Verne, San Dimas, Glendora, Azusa, Duarte, Arcadia and Sierra Madre	D Street, Foothill Boulevard	EB WB	4 4	4 4
Foothill Transit 197	Montclair Transit Center to Pomona Transit Center via La Verne	White Avenue, Arrow Highway	NB SB	2 2	2 2
Foothill Transit 291	La Verne to Pomona via Pomona Transit Center	D Street, Foothill Boulevard	NB SB	3 3	4 4
Foothill Transit 492	Montclair Transit Center to El Monte Transit Center via Claremont, La Verne, San Dimas, Covina, Irwindale, Baldwin Park and Arcadia.	D Street, B Street, Bonita Avenue	EB WB	2 3	2 2
Foothill Transit 494	San Dimas Park and Ride to El Monte Transit Center via Glendora, Azusa, Duarte, Monrovia and Arcadia	San Dimas Avenue, Bonita Avenue	EB WB	0 0	2 0
Foothill Transit 499	San Dimas Park and Ride to Downtown Los Angeles via Cal State Los Angeles and USC Medical Center	San Dimas Avenue, Bonita Avenue	EB WB	0 5	5 0
Metrolink - San Bernardino	San Bernardino to Union Station via Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, Claremont, North Pomona, Covina, Baldwin Park, El Monte and Cal State LA	Pomona North Station Garey Avenue, Santa Fe Street	EB WB	1 2	2 2
			Total	**31**	**35**

[1] Sources: Foothill Transit and Metrolink Trains websites, 2016.

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MAP SOURCE: FOOTHILL TRANSIT WEBSITE

FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

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SCRRA operates Metrolink which provides rail service for Los Angeles County, Orange County, Riverside County, San Bernardino County and Ventura County. Metrolink presently operates seven lines of service, 59 stations, and approximately 44,000 daily weekday boardings all over a 536 route-mile network.[5] The Metrolink San Bernardino Line provides services between San Bernardino and the Los Angeles Union Station. The nearest Metrolink station to the project site is the Pomona North station which is located approximate 1.5 miles to the east at 205 Santa Fe Street. During the weekday AM peak hour, one train is provided at the Pomona North station that travels eastward to San Bernardino and two trains per hour are provided that travel westward to Los Angeles Union Station. During the weekday PM peak hour, two trains are provided at the Pomona North station that travel eastward to San Bernardino and two trains are provided that travel westward to Los Angeles Union Station.

[5] Source: SCCRA (http://www.metrolinktrains.com/about/).

5.0 TRAFFIC COUNTS

Manual traffic counts of vehicular turning movements were conducted at each of the 18 study intersections during the weekday morning (AM) and afternoon (PM) commute periods to determine the peak hour traffic volumes. The manual counts were conducted by independent traffic count subconsultants at the study intersections from 7:00 AM to 9:00 AM to determine the weekday AM peak commute hour and from 4:00 PM to 6:00 PM to determine the weekday PM peak commute hour. In conjunction with the manual turning movement vehicle counts, a count of bicycle and pedestrian volumes were collected during the peak periods. It is noted that all of the traffic counts were conducted when local schools were in session, including the University of La Verne. Traffic volumes at the study intersections show the weekday morning and afternoon peak periods typically associated with peak commute hours in the metropolitan area.

The existing weekday AM and PM peak hour manual counts of vehicle movements at the study intersections are summarized in ***Table 5-1***. The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are shown in ***Figures 5-1*** and ***5-2***, respectively. For each study intersection, the highest one-hour total of traffic volumes (i.e., four consecutive 15-minute time intervals) traversing through the intersection during the 7:00 to 9:00 AM and 4:00 to 6:00 PM time periods was selected so as to determine the respective weekday AM and PM peak hour traffic volumes for each study intersection. For purposes of the traffic impact analysis, this common traffic engineering practice ensures that a more conservative (i.e., worst case) assessment of existing operating conditions be attained for each study intersection. Therefore, the traffic volumes shown in *Figures 5-1* and *5-2* for the study intersections do not necessarily reflect the same exact one hour time period during the morning and/or afternoon peak commuter conditions (i.e., one intersection's peak hour may have occurred between 7:30 and 8:30 AM, while another intersection's peak hour may have occurred between 7:45 and 8:45 AM). Summary data worksheets of the manual traffic, pedestrian and bicycle counts of the study intersections are contained in ***Appendix A***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
1	San Dimas Avenue/ Arrow Highway	09/07/2016	NB	7:15	450	5:00	468
			SB		308		415
			EB		741		1,985
			WB		1,163		1,048
2	Walnut Avenue/ Arrow Highway	09/07/2016	NB	7:15	87	4:45	82
			SB		186		209
			EB		916		2,029
			WB		1,056		874
3	San Dimas Canyon Road/ Arrow Highway	09/07/2016	NB	7:15	122	4:45	75
			SB		393		378
			EB		723		1,959
			WB		995		777
4	Wheeler Avenue/ Arrow Highway	09/07/2016	NB	7:15	40	4:45	225
			SB		614		435
			EB		687		1,875
			WB		1,198		885
5	"A" Street/ Arrow Highway	09/07/2016	NB	7:15	10	4:30	26
			SB		71		36
			EB		832		1,932
			WB		1,164		831
6	"B" Street/ Bonita Avenue	09/08/2016	NB	7:15	22	5:00	61
			SB		173		94
			EB		522		844
			WB		636		513
7	"B" Street/ 3rd Street	09/08/2016	NB	7:15	13	5:00	16
			SB		44		61
			EB		79		115
			WB		89		123
8	"C" Street/ Bonita Avenue	09/08/2016	NB	7:15	17	5:00	27
			SB		41		27
			EB		475		765
			WB		670		528
9	"C" Street/ 3rd Street	09/08/2016	NB	8:00	0	5:00	0
			SB		47		77
			EB		81		173
			WB		160		155
10	"D" Street/ Foothill Boulevard	09/07/2016	NB	7:15	350	5:00	698
			SB		83		142
			EB		534		1,275
			WB		835		872

[1] Counts conducted by The Traffic Solution & City Traffic Counters

Table 5-1 (Continued)
EXISTING TRAFFIC VOLUMES [1]
WEEKDAY AM AND PM PEAK HOURS

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR		PM PEAK HOUR	
				BEGAN	VOLUME	BEGAN	VOLUME
11	"D" Street/ Bonita Avenue	09/08/2016	NB	7:15	141	5:00	297
			SB		475		401
			EB		404		661
			WB		610		556
12	"D" Street/ 3rd Street	09/08/2016	NB	7:30	166	5:00	333
			SB		274		209
			EB		57		183
			WB		127		104
13	"D" Street/ 2nd Street	09/08/2016	NB	7:30	145	5:00	329
			SB		242		186
			EB		46		103
			WB		89		69
14	"D" Street/ Parking Structure D	09/08/2016	NB	7:30	304	5:00	332
			SB		250		193
			EB		21		169
			WB		0		0
15	"D" Street/ Arrow Highway	09/08/2016	NB	7:15	65	4:30	92
			SB		163		245
			EB		801		1,880
			WB		1,283		871
16	"E" Street/ 2nd Street	09/08/2016	NB	7:15	211	5:00	394
			SB		217		159
			EB		59		94
			WB		76		39
17	"E" Street - Fairplex Drive/ Arrow Highway	09/08/2016	NB	7:15	485	4:45	764
			SB		316		199
			EB		795		1,752
			WB		1,234		724
18	White Avenue/ Arrow Highway	09/29/2016	NB	7:15	954	4:45	866
			SB		869		699
			EB		639		1,788
			WB		1,178		744

[1] Counts conducted by The Traffic Solution & City Traffic Counters

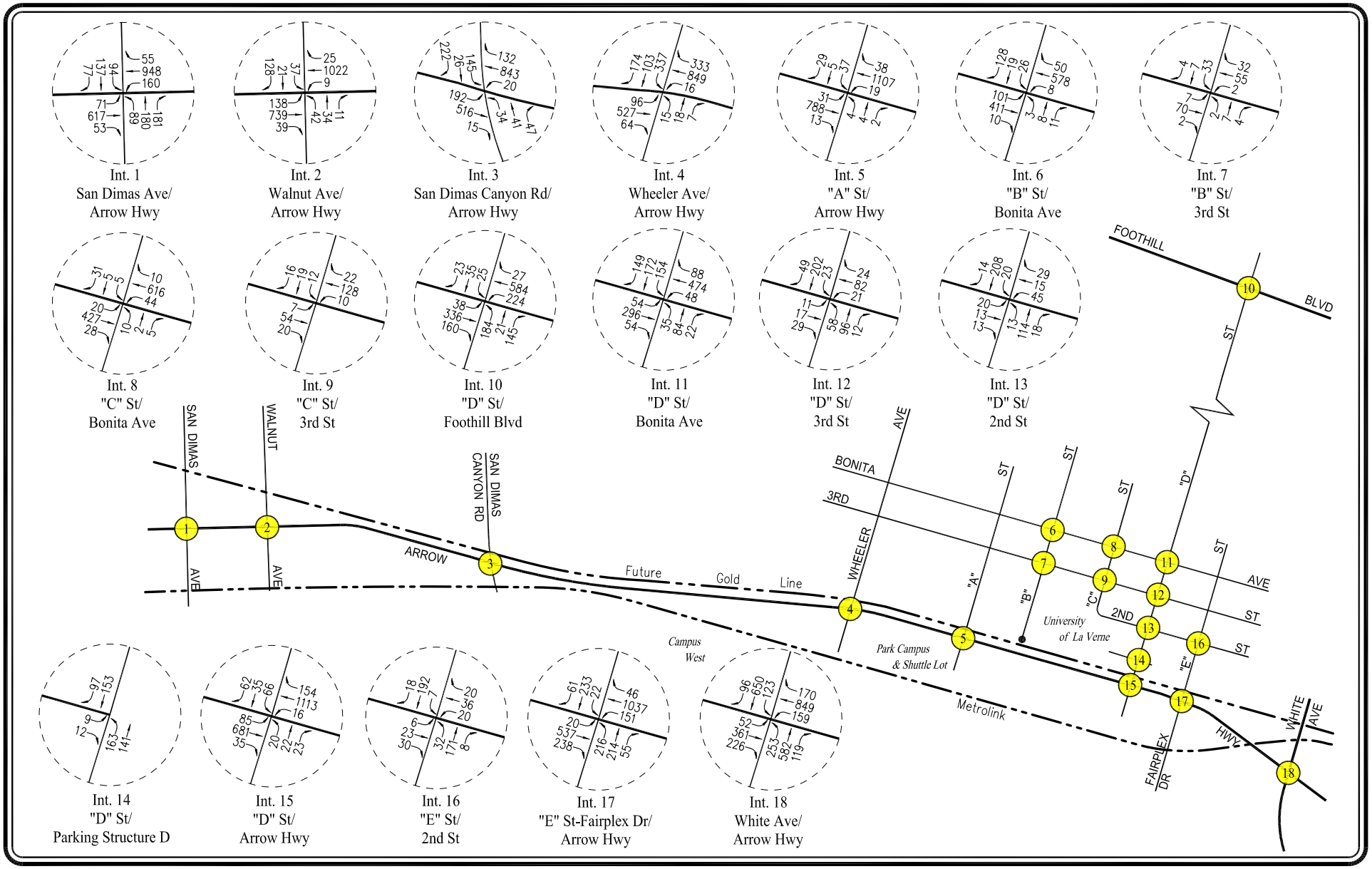

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FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

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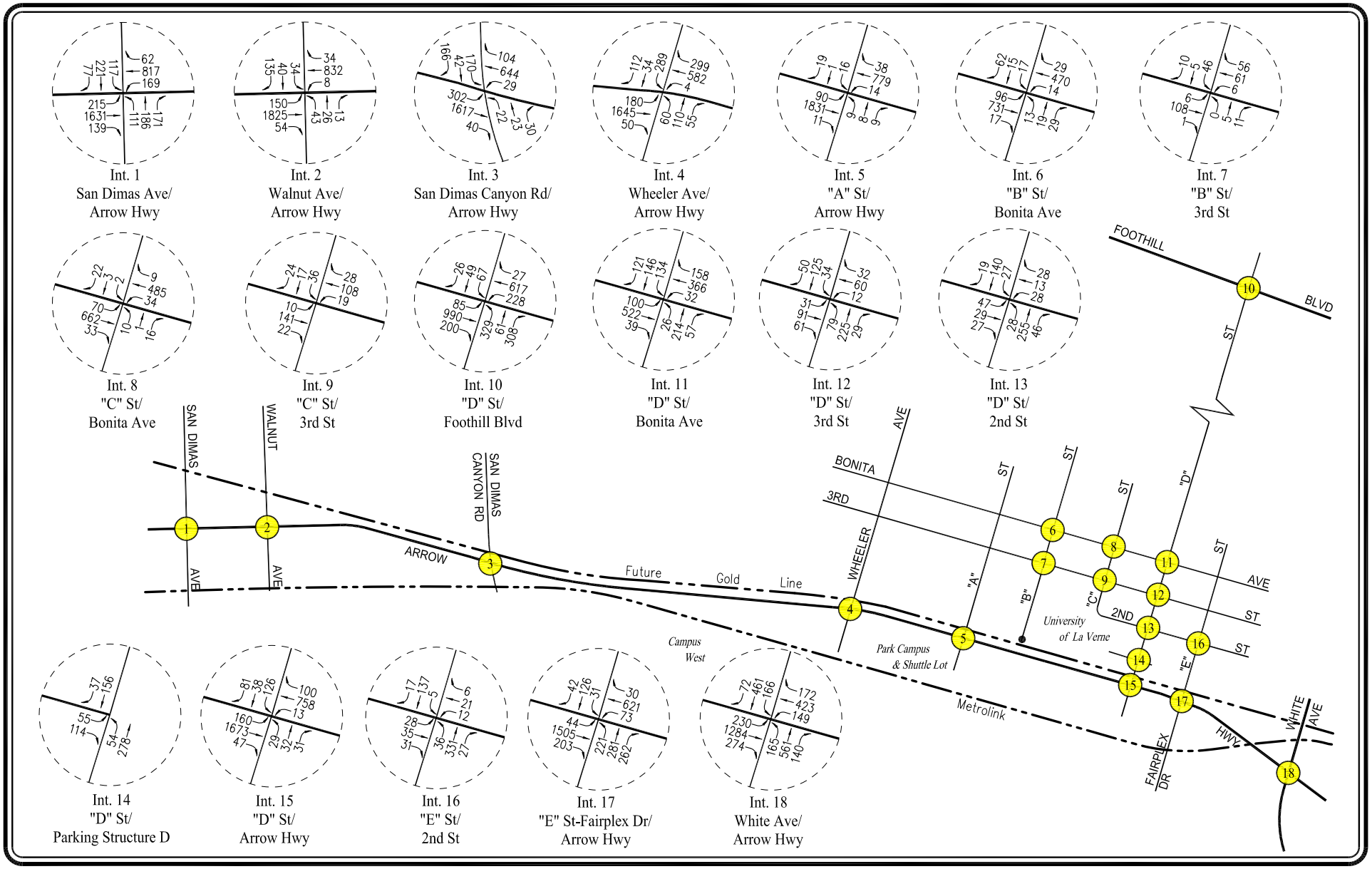

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FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis provides a highly conservative estimate of future pre-project traffic volumes as it incorporates both the "A" and "B" options outlined in the CEQA Guidelines for purposes of developing the forecast.

6.1 Related Projects

A forecast of on-street traffic conditions prior to occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the Cities of La Verne and San Dimas. The list of related projects in the project site area is presented in ***Table 6-1***. The location of the related projects is shown in ***Figure 6-1***.

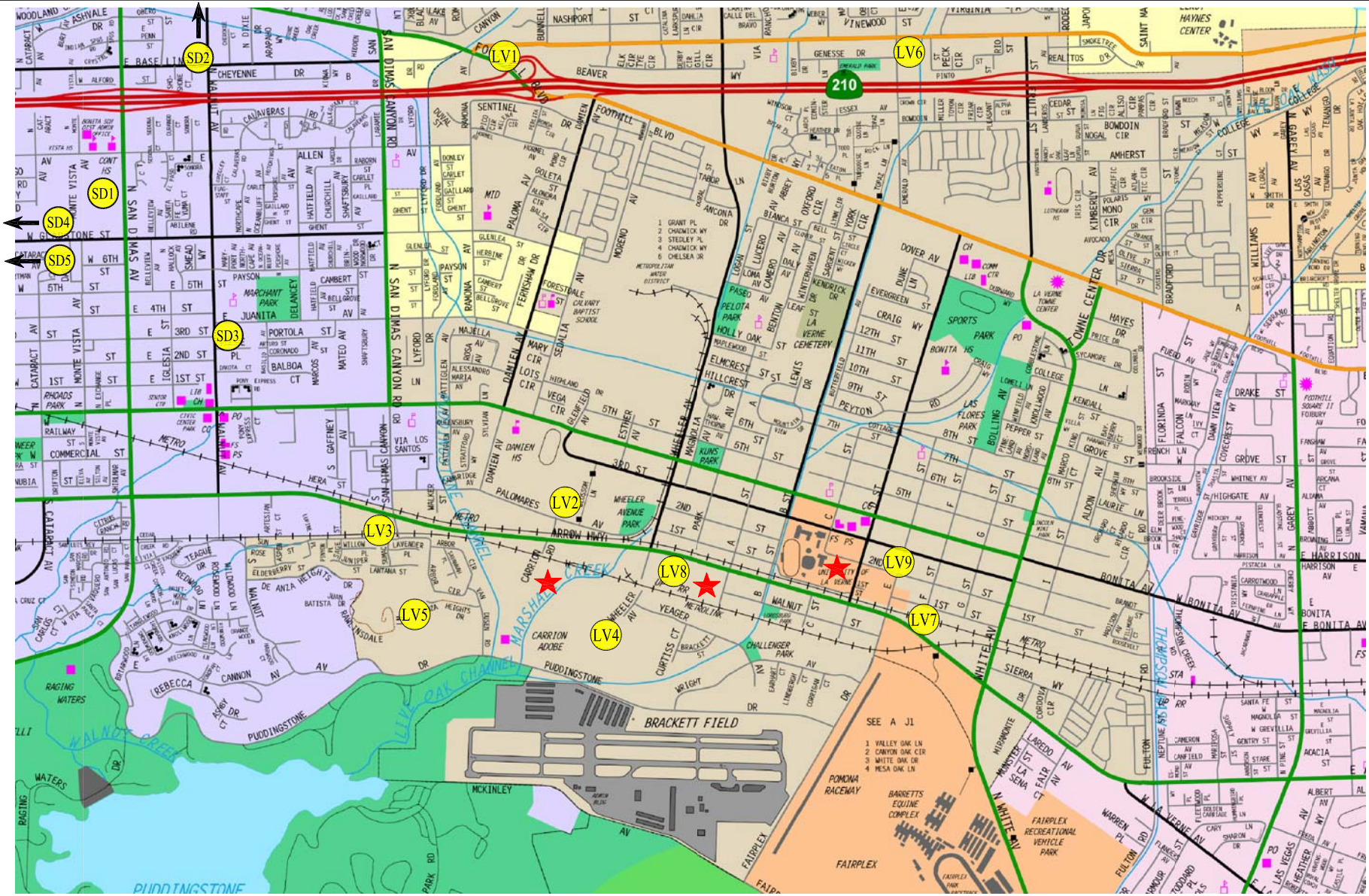
Traffic volumes expected to be generated by the related projects were determined based on; 1) calculations using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*[6] publication, or 2) as provided within other available environmental documents (e.g., EIR, MND) prepared for specific projects. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6-1*.

[6] Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition, Washington, D.C., 2012.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT STATUS	PROJECT NAME/NUMBER ADDRESS/LOCATION	LAND USE DATA LAND-USE	LAND USE DATA SIZE	PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
City of La Verne												
LV1	Proposed	Mr. D's Retail Building 919 Foothill Boulevard	Retail	7,500 GLSF	[3]	320	4	3	7	13	15	28
LV2	Under Construction	Cedar Springs 1351 Palomares Avenue	Apartment Retail	36 DU 10,500 GLSF	[4] [3]	239 448	4 6	14 4	18 10	14 19	8 20	22 39
LV3	Proposed	688 Arrow Highway	Warehouse	9,000 GSF	[5]	32	2	1	3	1	2	3
LV4	Under Construction	Gilead Sciences 1800 Wheeler Avenue	Light Industrial	380,000 GSF	[6]	2,648	308	42	350	44	325	369
LV5	Proposed	Puddingstone Hill APN: 8382-006-025 to 8382-006-033	Single-Family Residential	15 DU	[7]	143	3	8	11	9	6	15
LV6	Proposed	Emerald Collection 2006 Baseline Road	Single-Family Residential	19 DU	[7]	181	4	10	14	12	7	19
LV7	Proposed	Metro Gold Line Foothill Extension Phase II East side of E Street, north of Arrow Highway	Gold Line La Verne Station Parking Structure	600 Spaces	[8]	1,380	426	0	426	0	426	426
LV8	Proposed	Priceland Building Southwest corner of Park Avenue/Arrow Highway	Office	18,523 GSF	[9]	204	26	3	29	5	23	28
LV9	Approved	Old Town La Verne Specific Plan Bounded by Bonita Avenue, LA County Fairplex, White Avenue, and B Street	Non-Residential Residential	410,550 GSF 2,378 DU	[10]	31,008	392	727	1,119	1,513	1,238	2,751
City of San Dimas												
SD1	Proposed	Oak Valley (TTM 7311) & Adjacent Parcel San Dimas Avenue south of Allen Avenue	Single-Family Residential	78 DU	[11]	743	15	44	59	50	28	78
SD2	Proposed	299 E. Foothill Boulevard	Single-Family Residential	21 DU	[7]	200	4	12	16	13	8	21
SD3	Proposed	216-300 Walnut Avenue 343 Moore Lane	Single-Family Residential	7 DU	[7]	67	1	4	5	4	3	7
SD4	Proposed	405 W. Gladstone Street	Single-Family Residential	4 DU	[7]	38	1	2	3	3	1	4
SD5	Proposed	526 W. Gladstone Street	Single-Family Residential	4 DU	[7]	38	1	2	3	3	1	4
TOTAL						37,689	1,197	876	2,073	1,703	2,111	3,814

[1] Sources: City of La Verne Planning Department and City of San Dimas Development Services Department. Trip generation for the related projects are based on ITE "Trip Generation Manual", 9th Edition, 2012 (as referenced in the Project Data Source column), except as noted.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[4] ITE Land Use Code 220 (Apartment) trip generation average rates.
[5] ITE Land Use Code 150 (Warehouse) trip generation average rates.
[6] ITE Land Use Code 110 (Light Industrial) trip generation average rates.
[7] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
[8] Sources: "Metro Gold Line Foothill Extension-Azusa to Montclair Final Environmental Impact Report", February 2013, and the "Traffic Study for the Old Town La Verne Specific Plan EIR", December 2012. The traffic volumes due to the Metro Gold Line Foothill Extension project are assumed and included in the future year 2028 and year 2035 traffic conditions. Traffic volumes due to the Gold Line Foothill Extension project are not included as part of the future year 2021 traffic conditions.
[9] ITE Land Use Code 710 (General Office) trip generation average rates.
[10] Source: "Old Town La Verne Specific Plan EIR Traffic Study", prepared by The Mobility Group, December 6, 2012. The traffic study assumed full buildout of the Specific Plan in year 2035.
[11] Source: "Oak Valley Project Traffic Impact Study", prepared by LLG Engineers, June 21, 2016.



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MAP SOURCE: RAND MCNALLY & COMPANY

★ PROJECT SITES

(LV) LA VERNE RELATED PROJECT

(SD) SAN DIMAS RELATED PROJECT

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FIGURE 6-1
LOCATION OF RELATED PROJECTS

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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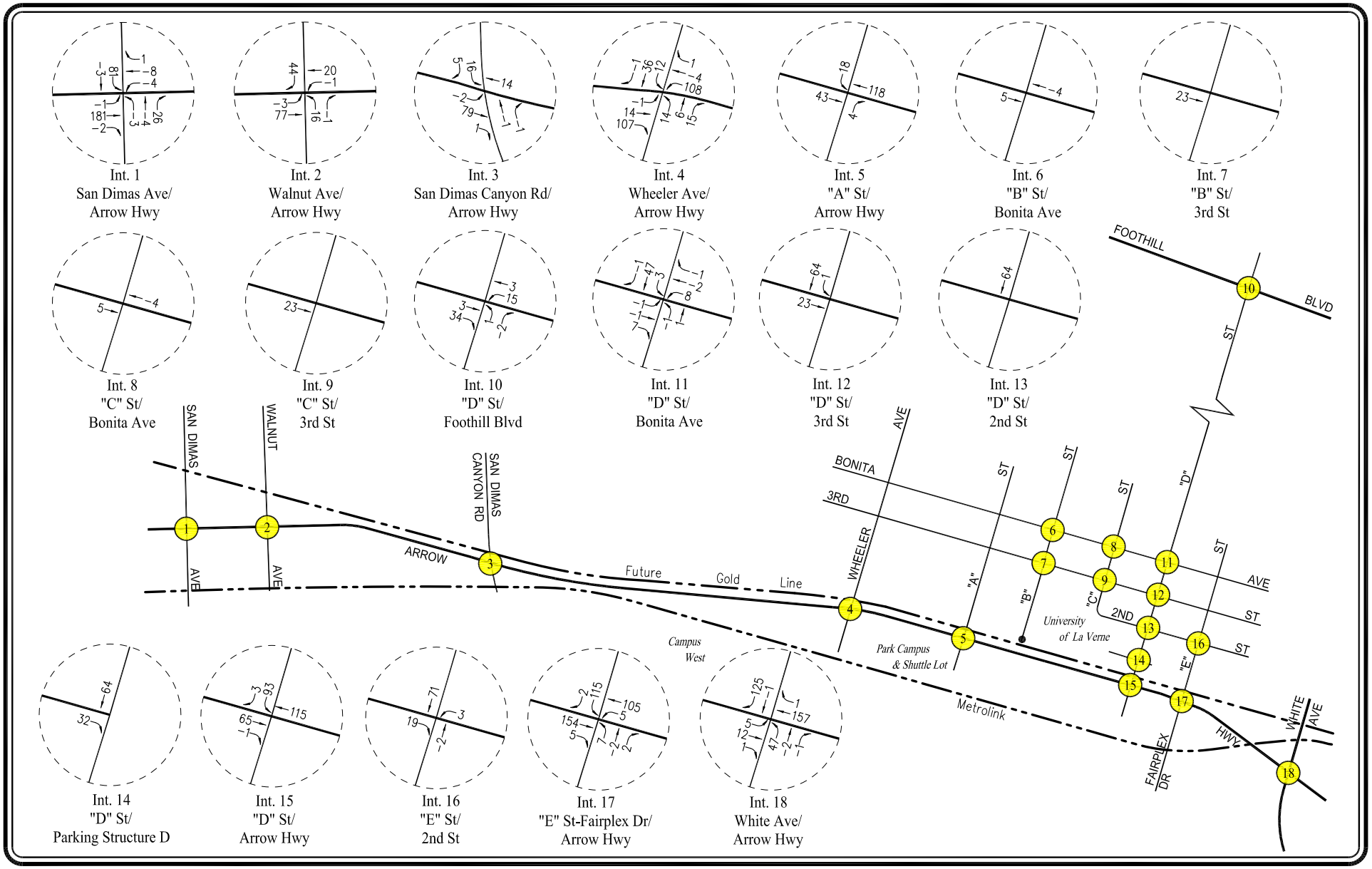
For the proposed Metro Gold Line Foothill Extension project, the traffic volumes were obtained from the *Metro Gold Line Foothill Extension – Azusa to Montclair Final Environmental Impact Report* (SCH No. 2010121069, February 2013). The weekday AM and PM peak hour traffic volumes for both the "No Build (2035)" and "Build (2035)" conditions were reviewed. The resultant net volume differences between these two conditions [e.g., "Build (2035)" minus "No Build (2035)"] appropriately reflect traffic due to the Metro Gold Line Foothill Extension project.

The proposed Metro Gold Line Foothill Extension project is currently in the advanced conceptual engineering stage. Based on information provided in the Foothill Gold Line website (www.foothillgoldline.org), if the sales tax measure (Measure M) is approved by Los Angeles County voters in November 2016, the project would be ready to break ground as early as year 2017 and will take approximately five to six years to complete construction. As discussed in a previous section, the proposed University of La Verne Facilities and Technology Master Plan will be developed in three phases (i.e., year 2021 for Phase I, year 2028 for Phase II, and year 2035 for Phase III). Therefore, for purposes of this traffic impact analysis, it is reasonable and appropriate to assume that traffic due to the Metro Gold Line Foothill Extension project will not be reflected in the year 2021 future analysis conditions but will be included in the year 2028 and year 2035 future analysis conditions. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours (including traffic associated with the Metro Gold Line Foothill Extension project) are displayed in ***Figures 6-2*** and ***6-3***, respectively.

6.2 Ambient Traffic Growth Factor

In order to account for area-wide regional growth not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.60 percent (1.60%) to the year 2021 (i.e., Phase I project completion). Review of the general traffic growth factors provided in the *2010 Congestion Management Program* (CMP) publication for La Verne/San Dimas (included as part of Regional Statistical Area [RSA] No. 27) indicates that existing traffic volumes are expected to increase at an annual rate of approximately 1.60% per year between the years 2015 and 2020. For the year 2028 (i.e., Phase II project completion), the existing traffic volumes were increased at an annual rate of 0.92 percent (0.92%). It is noted that based on review of the general traffic growth factors provided in the CMP manual for the project study area (i.e., RSA 27), the existing traffic volumes are expected to increase at an annual rate of 0.92% per year between the years 2015 and 2030. For the year 2035 (i.e., Phase III project build-out), the existing traffic volumes were increased at an annual rate of 0.84 percent (0.84%). It is noted that based on review of the general traffic growth factors provided in the CMP manual for the project study area (i.e., RSA 27), the existing traffic volumes are expected to increase at an annual rate of 0.84% per year between the years 2015 and 2035. Thus, application of the respective annual growth factors allows for a conservative forecast of future traffic volumes in the area. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of the corresponding ambient traffic growth factors based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.



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NOTE: RELATED PROJECTS TRAFFIC VOLUMES INCLUDE METRO GOLD LINE FOOTHILL EXTENSION PHASE II TRAFFIC VOLUMES.

FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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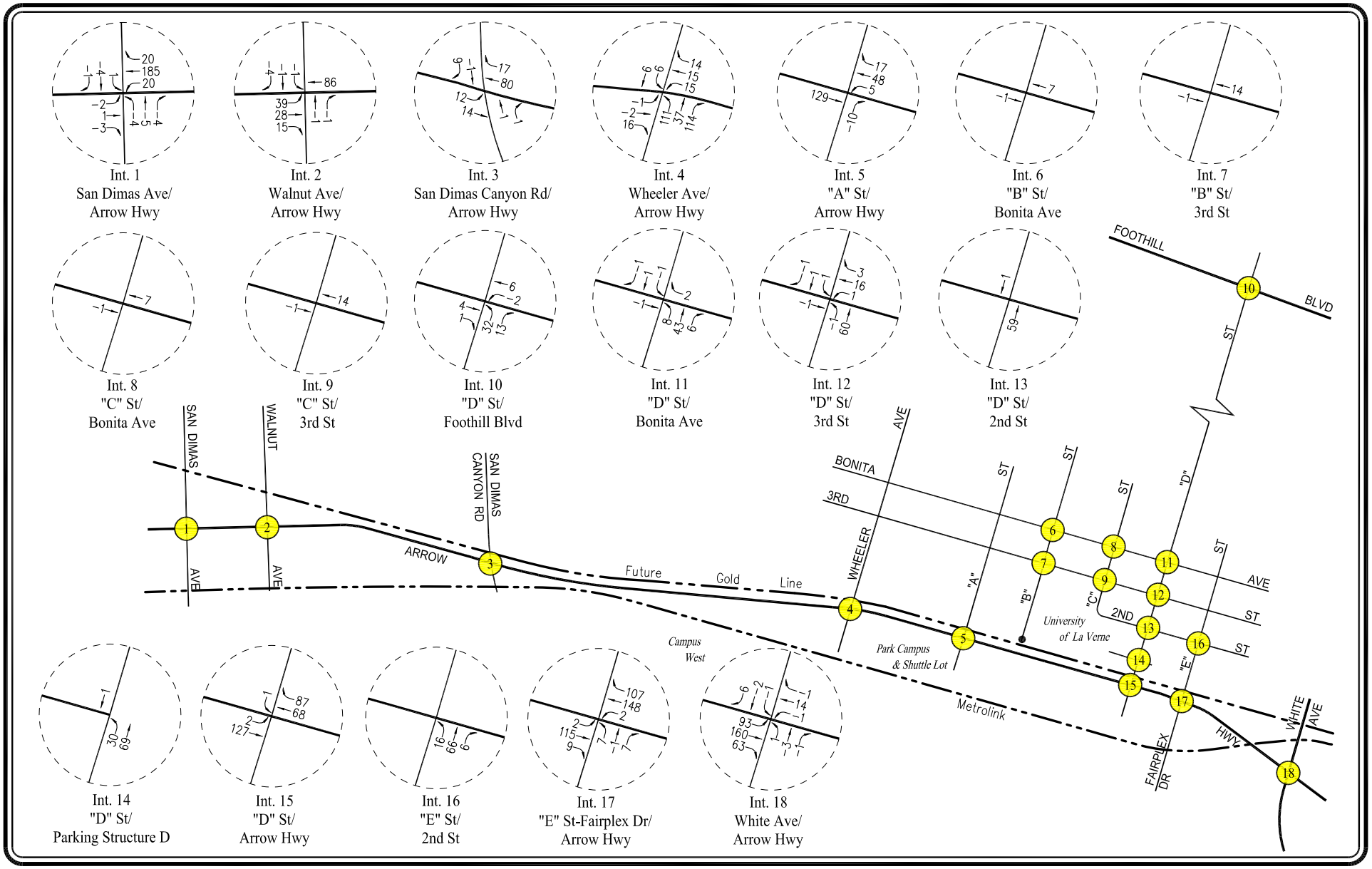

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NOTE: RELATED PROJECTS TRAFFIC VOLUMES INCLUDE METRO GOLD LINE FOOTHILL EXTENSION PHASE II TRAFFIC VOLUMES.

FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation Manual*, 9th Edition publication. Traffic volumes expected to be generated by the forecast enrollment increases at the main La Verne Campus site were based upon rates per student. Traffic volumes expected to be generated by the residential component at the Campus West site were based upon rates per number of residential units. Traffic volumes expected to be generated by the retail/commercial and office components of the proposed project were based upon rates per 1,000 square feet of floor area. Trip generation average rates for the following uses were used to forecast the traffic volumes expected to be generated by the proposed project:

- ITE Land Use Code 210: Single-Family Detached Housing
- ITE Land Use Code 220: Apartment
- ITE Land Use Code 550: University/College
- ITE Land Use Code 710: General Office
- ITE Land Use Code 820: Shopping Center

In addition to the above project trip generation forecasts, a forecast was made of likely trip reductions due to the following: increases in on campus student housing, transit/walk trips, internal capture trips, and pass-by trips that could be anticipated at the site for the proposed uses.

On Campus Student Housing Adjustments

Based on information provided by the University, the La Verne Campus currently provides a total of 815 beds for on-campus student housing. As stated in the Project Description section, the Phase I project is proposed to result in a net increase between 123 beds and 173 beds. While no increases in student housing is proposed for Phase II, the Phase III project is planned to provide an additional net increase between 571 beds and 991 beds. In order to determine the corresponding trip reduction expected due to the increases in on-campus housing, bed-to-student ratios were developed both for existing conditions as well as for each of the future analysis conditions. Based on this assessment, 10%, 5%, and 40% reduction adjustments were employed to the Phase I, Phase II, and Phase III projects, respectively, to account for the significant future increases in on-campus housing and the corresponding reduction in commuting students.

Transit/Walk Trip Adjustments

Based on a review of the existing transit opportunities in the project vicinity, a 5% adjustment was applied to the Phase I project components to account for transit use. It should be noted that the 5% adjustment was applied to the Phase I La Verne Campus trip generation forecasts after the student housing adjustments were applied.

With the anticipated completion of the Metro Gold Line Foothill Extension project and the close proximity of the proposed La Verne Gold Line Station, transit usage in the surrounding areas is expected to increase in both the Phase II and Phase III project conditions. For the main La Verne Campus, a transit adjustment of 15% was applied to the corresponding Phase II and Phase III trip generation forecasts after the student housing adjustments were applied to account for the proximity of the La Verne Gold Line Station and nearby transit lines. For the proposed uses on Campus West, a transit adjustment of 10% was applied to the corresponding Phase II and Phase III trip generation forecasts.

Internal Capture Reductions

Internal capture adjustments refer to a reduction of external trips for mixed-use developments such as the proposed Phase III project. Internal capture trips are those trips made internal to the site between land uses within a mixed-use environment. When combined within a mixed-use development, land uses tend to interact, and thus attract a portion of each other's trip generation. Internal capture adjustments were applied only to the proposed Phase III retail/commercial component at the main La Verne Campus to account for the synergistic effects of the proposed retail/commercial use, as well as neighborhood walk-ins from other local community serving commercial/retail uses in Old Town. Furthermore, based on the locations of the proposed retail/commercial use, a significant number of patrons can also be expected to draw from the general University of La Verne school population (i.e., students, faculty, staff, and visitors). These internal

trips are not generated on the external street system and can be made by walking without using streets external to the site. Based on a review of these synergistic effects and characteristics, a 50% adjustment was applied to the Phase III retail/commercial component. It should be noted that the internal capture adjustment was applied after the transit reduction was applied. No internal capture reductions were applied to any of the other project components and/or project phases.

Pass-By Trips

Pass-by trips are intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the site. The source for the pass-by adjustment factors applied in the project trip generation forecasts are the ITE *Trip Generation Manual* and the ITE *Trip Generation Handbook*[7]. For this project, pass-by trip adjustments were applied only to the Phase III retail/commercial project component. No pass-by reductions were applied to any of the other project components and/or project phases.

7.1.1 Phase I Project Traffic Generation

The traffic generation forecast for the proposed Phase I project is summarized in ***Table 7-1***. As presented in *Table 7-1*, the proposed Phase I project is forecast to generate 126 vehicle trips (51 inbound trips and 75 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed Phase I project is expected to generate 143 vehicle trips (79 inbound trips and 64 outbound trips). Over a 24-hour period, the proposed Phase I project is forecast to generate 1,518 daily trip ends during a typical weekday (759 inbound trips and 759 outbound trips).

7.1.2 Phases I & II Project Traffic Generation

The traffic generation forecast for the proposed Phases I & II project is summarized in ***Table 7-2***. As presented in *Table 7-2*, the proposed Phases I & II project is forecast to generate 178 vehicle trips (93 inbound trips and 85 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed Phases I & II project is expected to generate 194 vehicle trips (93 inbound trips and 101 outbound trips). Over a 24-hour period, the proposed Phases I & II project is forecast to generate 2,006 daily trip ends during a typical weekday (1,003 inbound trips and 1,003 outbound trips).

7.1.3 Build-out (Phases I, II & III) Project Traffic Generation

The traffic generation forecast for the proposed Phases I, II & III project build-out is summarized in ***Table 7-3***. As presented in *Table 7-3*, the proposed project build-out (Phases I, II & III) is forecast to generate 289 vehicle trips (184 inbound trips and 105 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project build-out is expected to generate 367 vehicle trips (149 inbound trips and 218 outbound trips). Over a 24-hour period, the proposed project build-out is forecast to generate 3,656 daily trip ends during a typical weekday (1,828 inbound trips and 1,828 outbound trips).

[7] Institute of Transportation Engineers *Trip Generation Handbook*, Washington, D.C., 3rd Edition, June 2014.

Table 7-1
PHASE I PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
La Verne Campus								
University/College [3]	304 Students	520	41	11	52	17	35	52
Less 10% Student Housing Reduction [4]		(52)	(4)	(1)	(5)	(2)	(4)	(6)
Less 5% Transit/Walk Reduction [5]		(24)	(2)	(1)	(3)	(1)	(2)	(3)
Subtotal		444	35	9	44	14	29	43
Campus West								
Apartment [6]	170 DU	1,130	17	70	87	68	37	105
Less 5% Transit/Walk Reduction [5]		(56)	(1)	(4)	(5)	(3)	(2)	(5)
Subtotal		1,074	16	66	82	65	35	100
PHASE I NET INCREASE		**1,518**	**51**	**75**	**126**	**79**	**64**	**143**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 550 (University/College) trip generation average rates.
- Daily Trip Rate: 1.71 trips/student; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/student; 78% inbound/22% outbound
- PM Peak Hour Trip Rate: 0.17 trips/student; 32% inbound/68% outbound
[4] A 10% trip reduction factor has been applied to reflect the net increase in additional student housing (i.e., number of beds) under Phase I.
[5] A 5% transit/walk trip reduction factor has been applied to the proposed uses on the La Verne Campus and Campus West sites.
[6] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

Table 7-2
PHASES I & II PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
La Verne Campus								
University/College [3]	674 Students	1,152	90	25	115	37	78	115
Less 5% Student Housing Reduction [4]		(58)	(5)	(1)	(6)	(2)	(4)	(6)
Less 15% Transit/Walk Reduction [5]		(164)	(13)	(4)	(17)	(5)	(11)	(16)
Subtotal		930	72	20	92	30	63	93
Campus West								
Apartment [6]	170 DU	1,130	17	70	87	68	37	105
Less 10% Transit/Walk Reduction [5]		(114)	(2)	(7)	(9)	(7)	(4)	(11)
Single Family Detached Housing [7]	1 DU	10	0	1	1	1	0	1
General Office [8]	5,000 GSF	56	7	1	8	1	6	7
Less 10% Transit/Walk Reduction [5]		(6)	(1)	0	(1)	0	(1)	(1)
Subtotal		1,076	21	65	86	63	38	101
PHASES I & II NET INCREASE		**2,006**	**93**	**85**	**178**	**93**	**101**	**194**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 550 (University/College) trip generation average rates.
- Daily Trip Rate: 1.71 trips/student; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/student; 78% inbound/22% outbound
- PM Peak Hour Trip Rate: 0.17 trips/student; 32% inbound/68% outbound

[4] A 5% trip reduction factor has been applied to reflect the net increase in additional student housing (i.e., number of beds) under Phases I & II.
[5] A 15% transit/walk trip reduction factor has been applied to the proposed uses on the La Verne Campus based on the proximity of the currently proposed Gold Line station which will be completed by Phase II and nearby transit lines. A 10% transit/walk trip reduction factor has been applied to the proposed uses on the Campus West site.
[6] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[7] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.52 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.75 trips/dwelling units; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 1.00 trips/dwelling units; 63% inbound/37% outbound

[8] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 11.03 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound

Table 7-3
BUILD-OUT (PHASES I, II & III) PROJECT TRIP GENERATION [1]

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2] IN	AM PEAK HOUR VOLUMES [2] OUT	AM PEAK HOUR VOLUMES [2] TOTAL	PM PEAK HOUR VOLUMES [2] IN	PM PEAK HOUR VOLUMES [2] OUT	PM PEAK HOUR VOLUMES [2] TOTAL
La Verne Campus								
University/College [3]	971 Students	1,660	129	36	165	53	112	165
Less 40% Student Housing Reduction [4]		(664)	(52)	(14)	(66)	(21)	(45)	(66)
Less 15% Transit/Walk Reduction [5]		(150)	(12)	(3)	(15)	(5)	(10)	(15)
Retail/Commercial [6]	89,200 GLSF	3,808	53	33	86	159	172	331
Less 15% Transit/Walk Reduction [5]		(572)	(8)	(5)	(13)	(24)	(26)	(50)
Less 50% Internal Capture Reduction [7]		(1,618)	(23)	(14)	(37)	(68)	(73)	(141)
Less 34% Pass-by Reduction [8]		(550)	(7)	(5)	(12)	(23)	(25)	(48)
Subtotal		1,914	80	28	108	71	105	176
Campus West								
Apartment [9]	170 DU	1,130	17	70	87	68	37	105
Less 10% Transit/Walk Reduction [5]		(114)	(2)	(7)	(9)	(7)	(4)	(11)
Single Family Detached Housing [10]	1 DU	10	0	1	1	1	0	1
General Office [11]	5,000 GSF	56	7	1	8	1	6	7
Less 10% Transit/Walk Reduction [5]		(6)	(1)	0	(1)	0	(1)	(1)
General Office [11]	67,000 GSF	740	92	13	105	17	83	100
Less 10% Transit/Walk Reduction [5]		(74)	(9)	(1)	(10)	(2)	(8)	(10)
Subtotal		1,742	104	77	181	78	113	191
BUILD-OUT (PHASES I, II & III) NET INCREASE		**3,656**	**184**	**105**	**289**	**149**	**218**	**367**

[1] Source: ITE "Trip Generation Manual", 9th Edition, 2012.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 550 (University/College) trip generation average rates.
- Daily Trip Rate: 1.71 trips/student; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.17 trips/student; 78% inbound/22% outbound
- PM Peak Hour Trip Rate: 0.17 trips/student; 32% inbound/68% outbound

[4] A 40% trip reduction factor has been applied to reflect the net increase in additional student housing (i.e., number of beds) under Phases I, II, & III.
[5] A 15% transit/walk trip reduction factor has been applied to the proposed uses on the La Verne Campus based on the proximity of the currently proposed Gold Line station which will be completed by Phase II and nearby transit lines. A 10% transit/walk trip reduction factor has been applied to the proposed uses on the Campus West site.
[6] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 42.7 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.96 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.71 trips/1,000 SF of floor area; 48% inbound/52% outbound

[7] A 50% internal capture trip reduction factor has been applied to the proposed retail/commercial uses to reflect the synergistic effects of the proposed mixed-use buildings. Internal capture adjustments were applied after the transit/walk reductions were applied.
[8] Pass-by trip reduction adjustment factor was derived based on a review of data provided in Appendix F of the ITE "Trip Generation Handbook", Third Edition, August 2014. Pass-by trips are made as intermediate stops on the way from an origin to a primary destination without a route diversion. Pursuant to ITE guidelines, pass-by adjustments were applied after transit/walk reductions and internal capture reductions were applied.
[9] ITE Land Use Code 220 (Apartment) trip generation average rates.
- Daily Trip Rate: 6.65 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.51 trips/dwelling units; 20% inbound/80% outbound
- PM Peak Hour Trip Rate: 0.62 trips/dwelling units; 65% inbound/35% outbound

[10] ITE Land Use Code 210 (Single-Family Detached Housing) trip generation average rates.
- Daily Trip Rate: 9.52 trips/dwelling unit; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.75 trips/dwelling units; 25% inbound/75% outbound
- PM Peak Hour Trip Rate: 1.00 trips/dwelling units; 63% inbound/37% outbound

[11] ITE Land Use Code 710 (General Office Building) trip generation average rates.
- Daily Trip Rate: 11.03 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 1.56 trips/1,000 SF of floor area; 88% inbound/12% outbound
- PM Peak Hour Trip Rate: 1.49 trips/1,000 SF of floor area; 17% inbound/83% outbound

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the project sites have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to key traffic corridors (i.e., Arrow Highway, Bonita Avenue, Wheeler Avenue, D Street, E Street, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Shifts in existing trips due to the Phase I project closure of C Street (south of 3rd Street) and 2nd Street (one-way eastbound section east of C Street);
- Shifts in existing and future trips due to the Phase II project closure of 3rd Street (from east of Parking Lot A to C Street);
- Existing site access ingress/egress schemes;
- Ingress/egress schemes planned for the proposed project; and
- Nearby population and employment centers.

The general, directional traffic distribution patterns for the three project phases are presented in ***Appendix B***. Separate traffic distribution patterns are provided for the La Verne Campus and Campus West sites. In addition, the traffic volume shifts due to the proposed segment closure of C Street and 2nd Street in Phase I and 3rd Street in Phase II are also presented in *Appendix B.*

The forecast weekday AM and PM peak hour traffic volumes associated with the Phase I project are presented in ***Figures 7-1*** and ***7-2***, respectively. The traffic volume assignments presented in *Figures 7-1* and *7-2* reflect the corresponding traffic distribution characteristics shown in *Appendix B* and the project traffic generation forecasts presented in *Table 7-1*.

The forecast weekday AM and PM peak hour traffic volumes associated with the Phases I & II project are presented in ***Figures 7-3*** and ***7-4***, respectively. The traffic volume assignments presented in *Figures 7-3* and *7-4* reflect the corresponding traffic distribution characteristics shown in *Appendix B* and the project traffic generation forecasts presented in *Table 7-2*.

The forecast weekday AM and PM peak hour traffic volumes associated with project build-out (Phases I, II, & III) are presented in ***Figures 7-5*** and ***7-6***, respectively. The traffic volume assignments presented in *Figures 7-5* and *7-6* reflect the corresponding traffic distribution characteristics shown in *Appendix B* and the project traffic generation forecasts presented in *Table 7-3*.

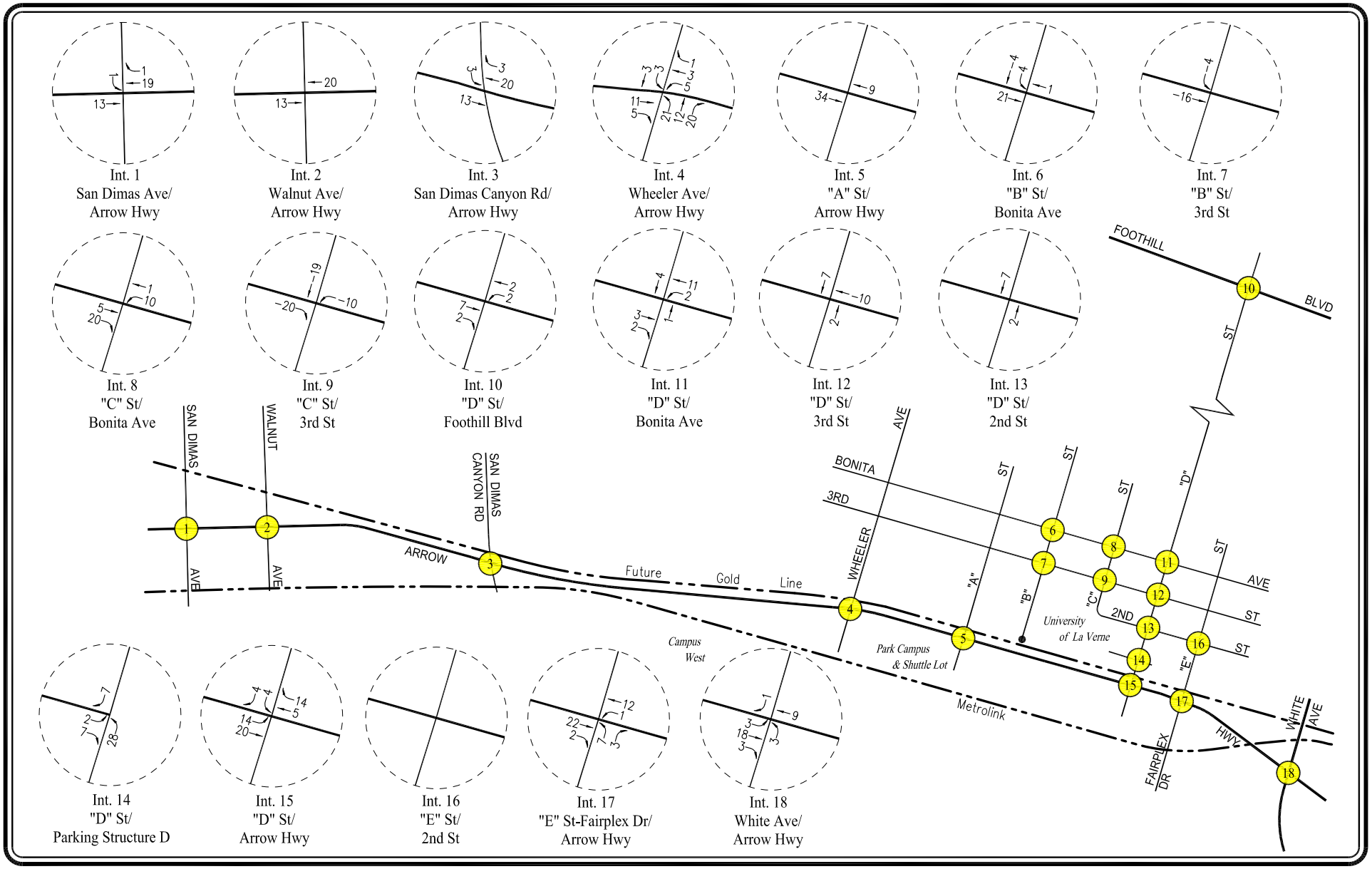

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FIGURE 7-1
PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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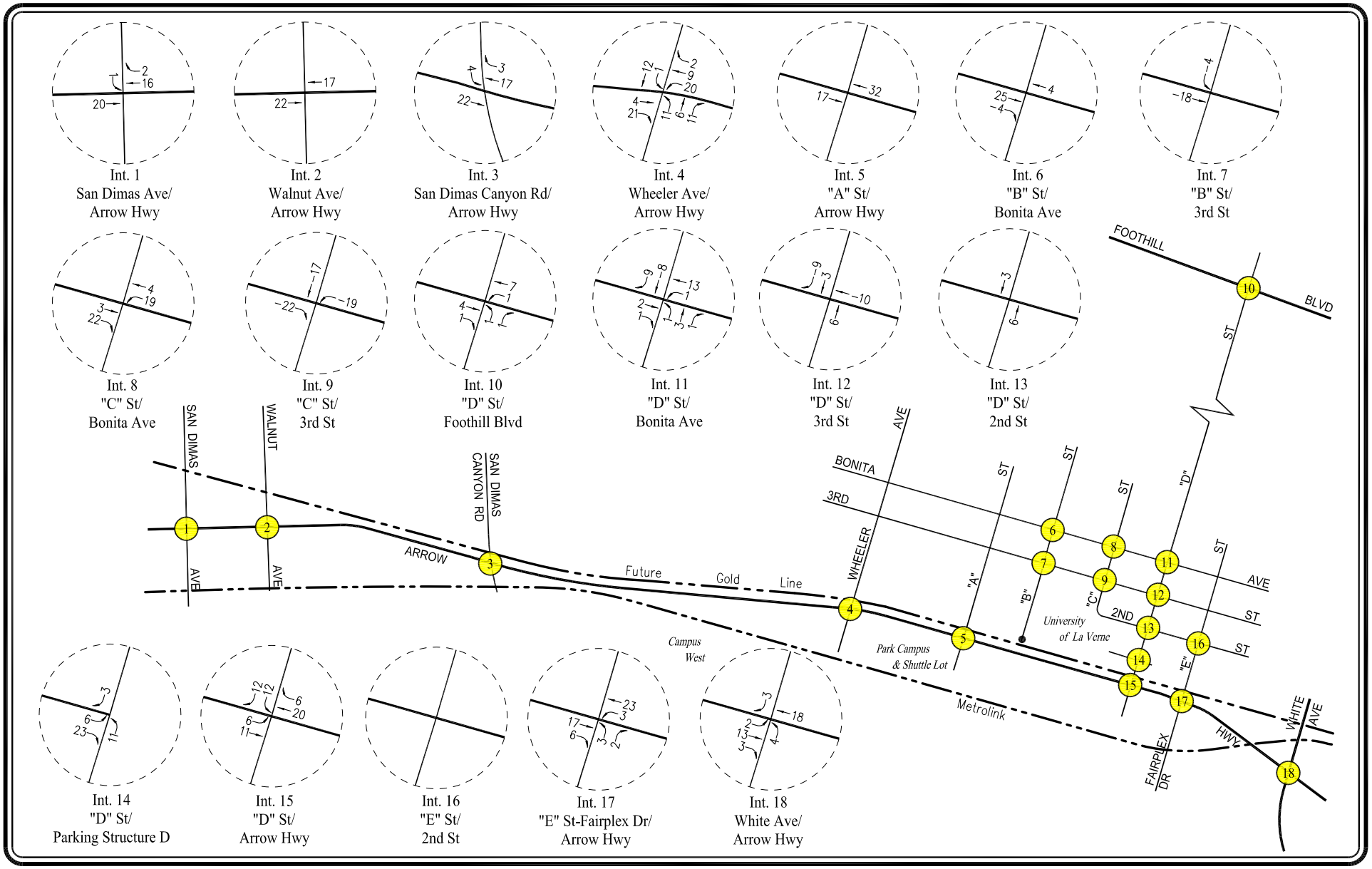

NOT TO SCALE

FIGURE 7-2
PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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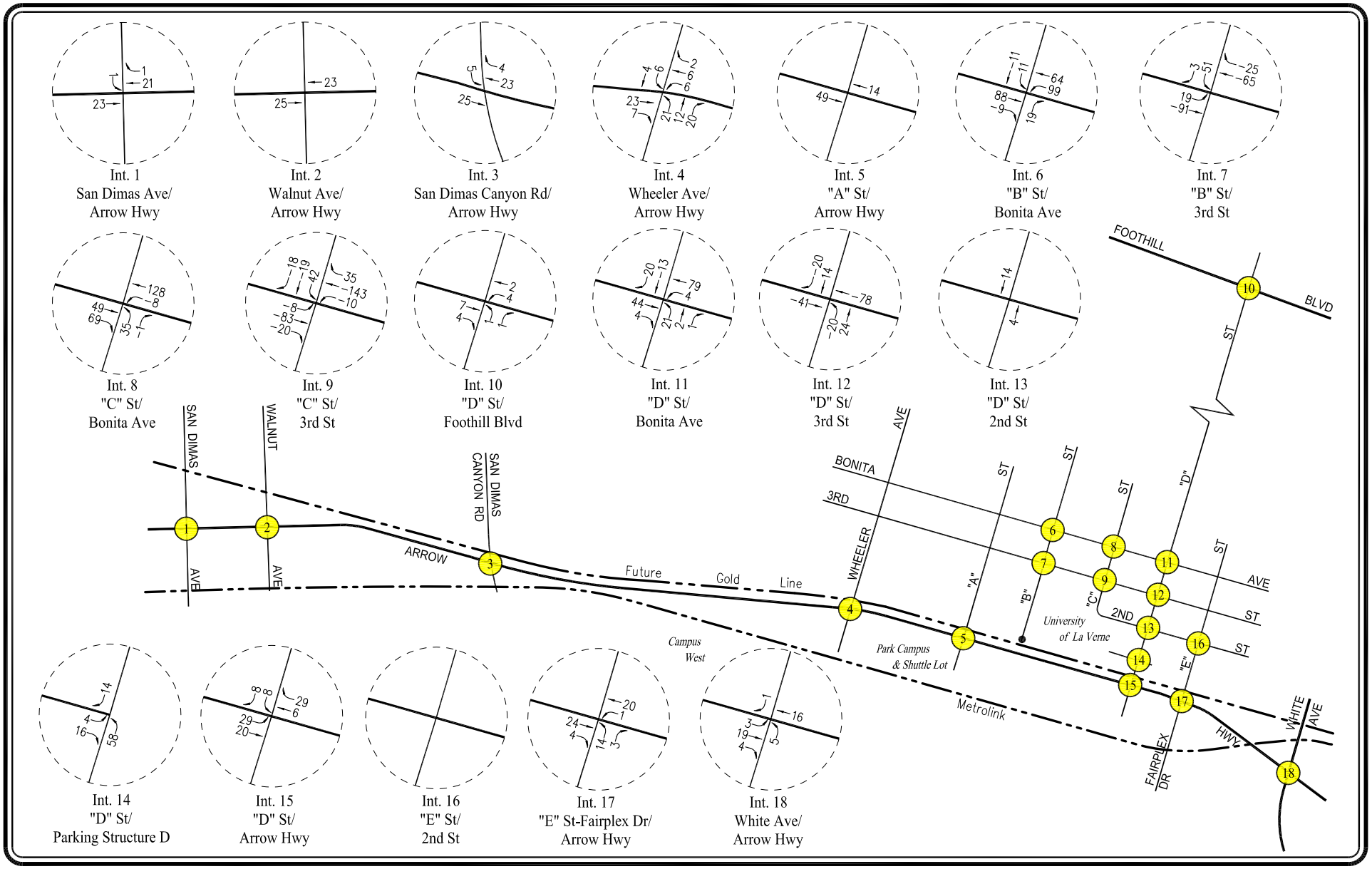

NOT TO SCALE

FIGURE 7-3
PHASES I & II PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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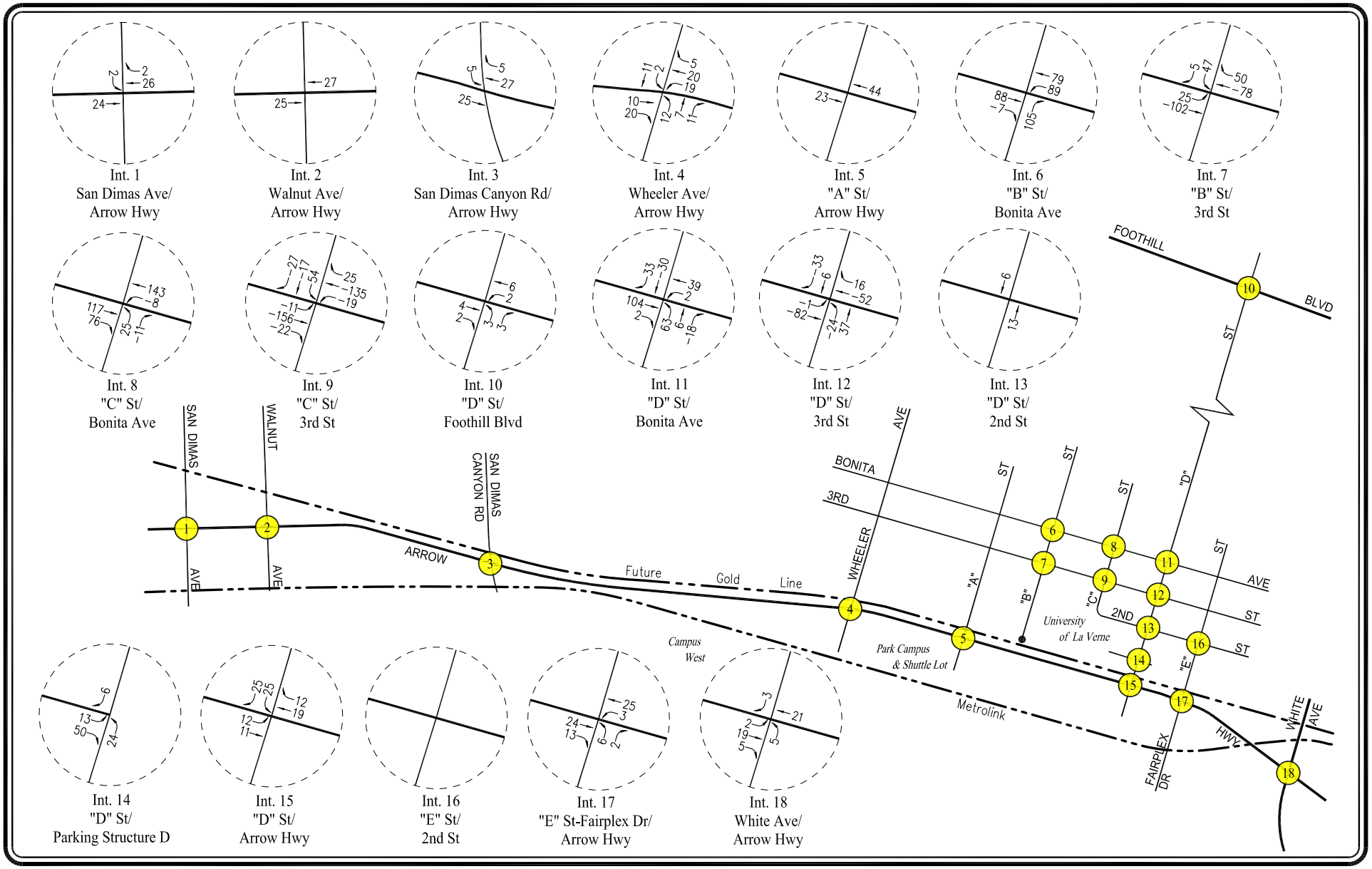

NOT TO SCALE

FIGURE 7-4
PHASES I & II PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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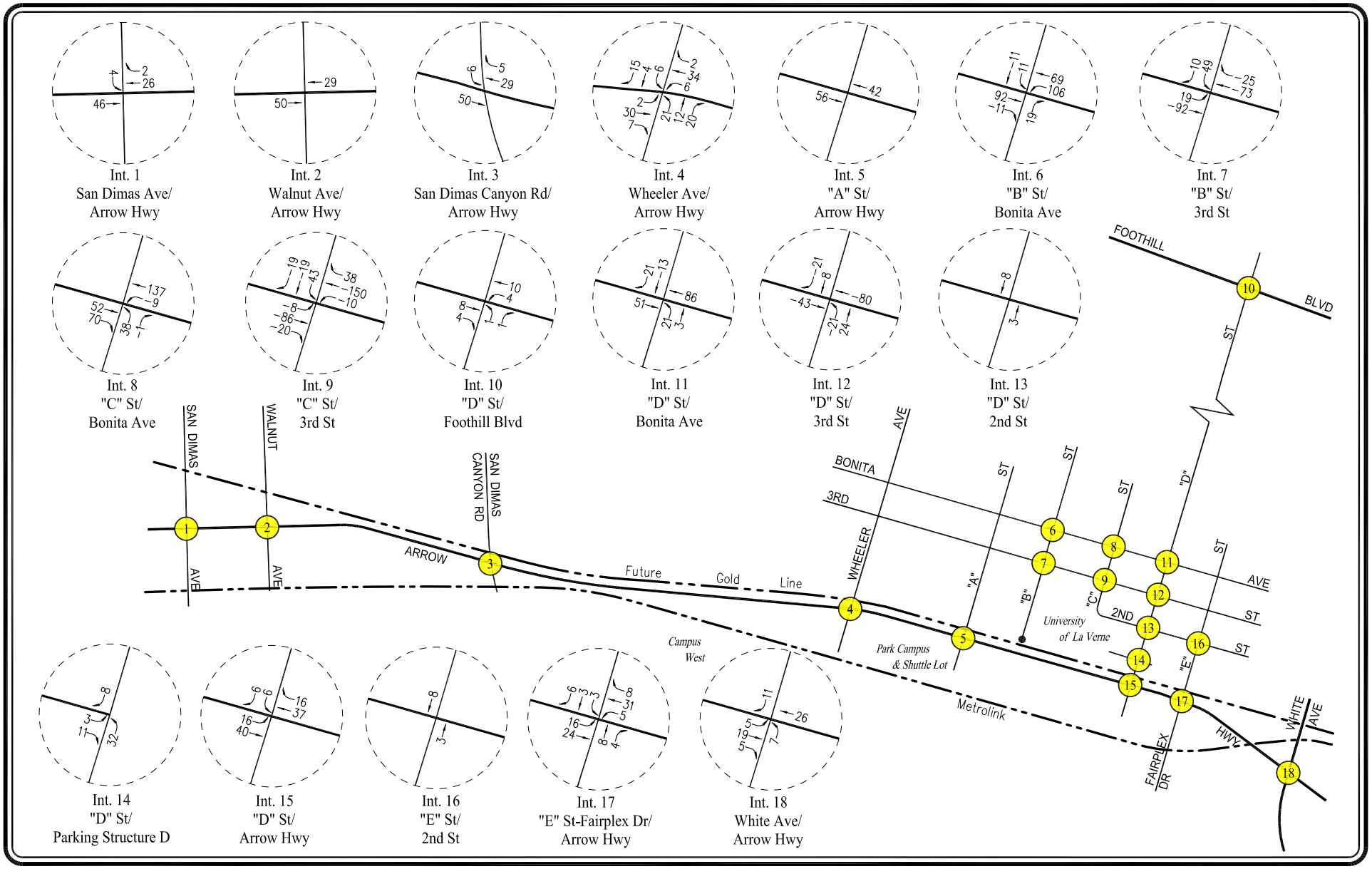

NOT TO SCALE

FIGURE 7-5
PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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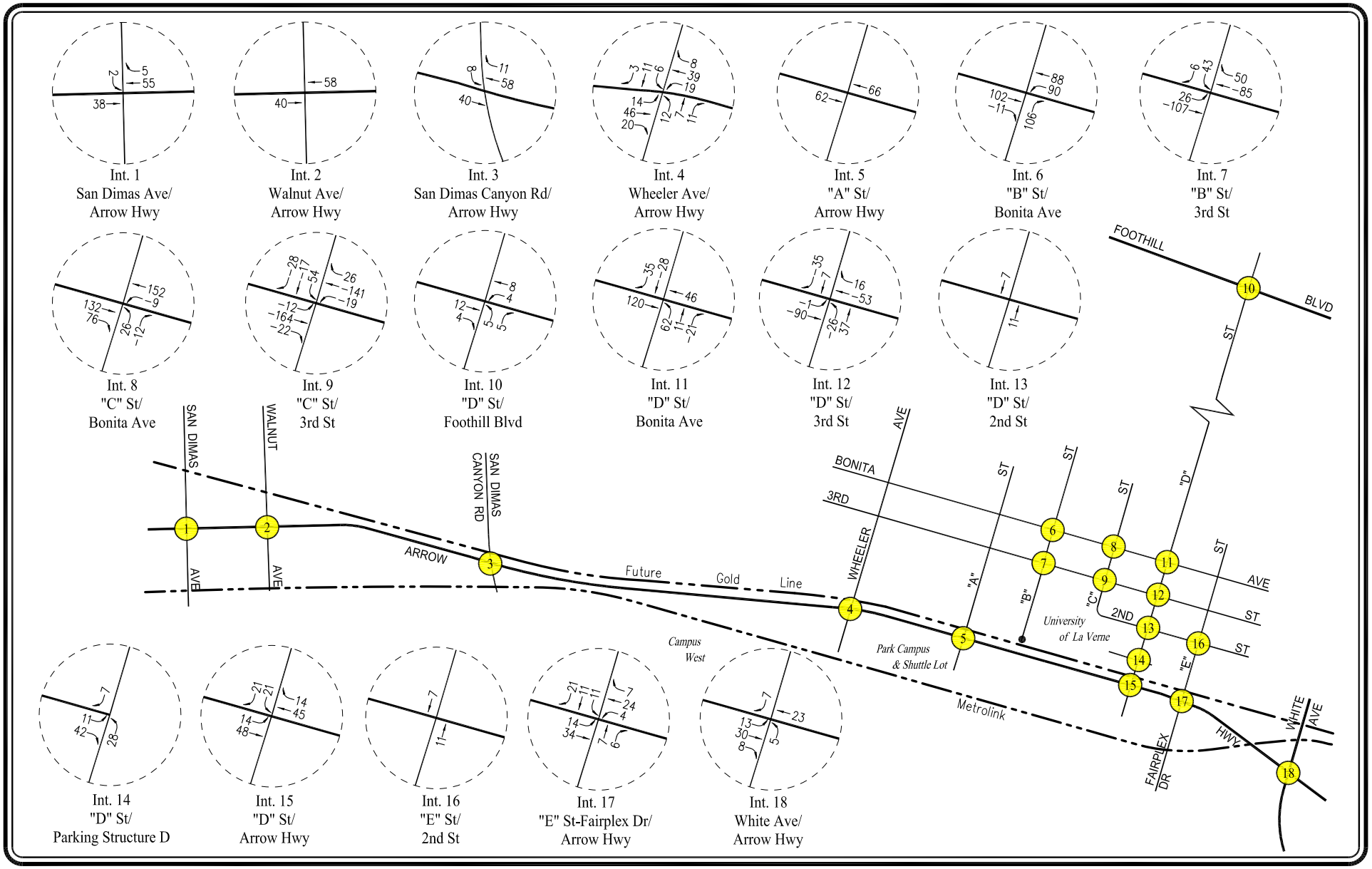

NOT TO SCALE

LINSCOTT, LAW & GREENSPAN, engineers

FIGURE 7-6
PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

The relative impact of the added project traffic volumes generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the 18 key study intersections, without, then with, the proposed project. In conformance with the City of La Verne, City of San Dimas, and Los Angeles County Congestion Management Program requirements, existing weekday AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU methodology is intended for signalized intersection analyses and estimates the volume-to-capacity (*v/c*) relationship for an intersection based on the individual *v/c* ratios for key conflicting traffic movements.

The ICU numerical value represents the percent signal (green) time, and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations. Level of Service varies from LOS A (free flow) to LOS F (jammed condition). The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in ***Table 8-1***. A description of the ICU method and corresponding Level of Service is provided in ***Appendix C***.

TABLE 8-1

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light, and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

Pursuant to the City of La Verne, City of San Dimas, and Los Angeles County Congestion Management Program requirements, the ICU calculations use a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and a dual left-turn capacity of 2,880 vph. Additionally, a clearance adjustment factor of 0.10 was added to each LOS calculation.

The *Highway Capacity Manual 2010* (HCM2010) methodology outlined in Chapter 19 for unsignalized/two-way stop-controlled (TWSC) and Chapter 20 for unsignalized/all-way stop-controlled (AWSC) study intersections was utilized for the analysis of the unsignalized intersections. The TWSC methodology estimates the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns and determines the LOS for each constrained movement. It should be noted that LOS is not defined for the overall TWSC intersection because major-street movements with no delays typically result in a weighted average delay that is extremely low. Average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. The average control delay is measured in seconds per vehicle, and includes delay due to deceleration to a stop at the back of the queue from free-flow speed, move-up time within the queue, stopped delay at the front of the queue, and delay due to acceleration back to free-flow speed. A description of the HCM method and corresponding Level of Service also is provided in *Appendix C*. The six qualitative categories of Level of Service have been defined along with the corresponding HCM2010 control delay value range, as shown in ***Table 8-2***.

TABLE 8-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service (LOS)	Highway Capacity Manual Delay Value (sec/veh)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

8.1 Impact Criteria and Thresholds

The relative impact of the site-related traffic volumes to be generated by the proposed project during the weekday AM and PM peak hours was evaluated based on analysis of existing and future operating conditions at the study intersections, without and with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* or delay relationships and service level characteristics at each study intersection.

As discussed previously, 15 of the 18 study intersections are located wholly within the City of La Verne jurisdiction, two study intersections are located wholly within the City of San Dimas jurisdiction, and one study intersection is shared between the two cities. All 18 study intersections were evaluated for potential traffic impacts using the City of La Verne (Lead Agency) significant impact thresholds. Additionally, the City of San Dimas intersections were also evaluated for potential traffic impacts using the City of San Dimas' traffic analysis conditions and impact criteria.

8.1.1 City of La Verne Impact Criteria

The City of La Verne utilizes the following threshold of significance for signalized intersections:

- A significant impact occurs at a signalized intersection if the proposed Project causes an intersection V/C ratio to increase by 0.020 or more with resulting level of service of LOS E or LOS F. No significant impacts are deemed to occur at LOS A through LOS D, as these operating conditions exhibit sufficient surplus capacities to accommodate traffic increases with little effect on traffic delays.

The City of La Verne does not have established thresholds of significance for unsignalized intersections. Unsignalized intersection level of service is based on vehicular delay, but only for those movements that are required to stop. Other traffic may proceed through the subject intersection without delay. If the vehicular delay experienced by the stopped traffic is severe, then the potential improvement consisting of a traffic signal should be investigated. However, if the vehicular delay is experience by a low number of vehicles (typically from the minor/side streets) a traffic signal may not be warranted. Based on coordination with the City of La Verne, the following threshold of significance for unsignalized intersections is utilized:

- A significant impact occurs at an unsignalized intersection if the proposed Project causes the level of service to exceed LOS E, and a traffic signal is warranted. If the level of service is already LOS F without the proposed Project, then a significant impact will occur if the proposed Project causes the vehicular delay to increase by 10% or more provided a traffic signal is warranted.

It should be noted that the above thresholds of significance for both signalized and unsignalized intersections are consistent with those utilized in the approved Old Town La Verne Specific Plan EIR project.

8.1.2 City of San Dimas Impact Criteria

For the study intersections located wholly or partially within the City of San Dimas, the significance of the potential project-generated traffic impacts was identified using the traffic impact analysis guidelines set forth in the Los Angeles County Department of Public Works' *Traffic Impact Analysis Report Guidelines*[8]. According to the County's published guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio equals or exceeds the thresholds presented in ***Table 8–3***.

[8] *Traffic Impact Analysis Report Guidelines*, County of Los Angeles Department of Public Works, January 1997.

Table 8-3 CITY OF SAN DIMAS INTERSECTION IMPACT THRESHOLD CRITERIA		
Pre-Project *v/c*	**Level of Service**	**Project Related Increase in *v/c***
≥ 0.71 - 0.80	C	equal to or greater than 0.04
≥ 0.81 - 0.90	D	equal to or greater than 0.02
≥ 0.91 or more	E/F	equal to or greater than 0.01

The County's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

8.2 Traffic Impact Analysis Scenarios

8.2.1 City of La Verne Traffic Impact Analysis Scenarios

Level of Service calculations at all 18 study intersections were analyzed for the following impact analysis scenarios, which are consistent with methodologies required by the City of La Verne:

[a] Existing (year 2016) conditions.

[b] Condition [a] with completion and occupancy of the Phase I project.

[c] Condition [b] with implementation of the Phase I project mitigation measures where necessary.

[d] Condition [a] plus 1.60 percent (1.60%) annual ambient traffic growth through year 2021 and with completion and occupancy of the related projects (i.e., future year 2021 without project conditions).

[e] Condition [d] with completion and occupancy of the Phase I project (i.e., future year 2021 with Phase I project conditions).

[f] Condition [e] with implementation of the Phase I project mitigation measures, where necessary.

[g] Condition [a] with completion and occupancy of the Phases I & II project.

[h] Condition [g] with implementation of the Phases I & II project mitigation measures where necessary.

[i] Condition [a] plus 0.92 percent (0.92%) annual ambient traffic growth through year 2028 and with completion and occupancy of the related projects (i.e., future year 2028 without project conditions).

[j] Condition [i] with completion and occupancy of the Phases I & II project (i.e., future year 2028 with Phases I & II project conditions).

[k] Condition [j] with implementation of the Phases I & II project mitigation measures, where necessary.

[l] Condition [a] with completion and occupancy of the project at build-out.

[m] Condition [l] with implementation of the Phases I, II & III project mitigation measures where necessary.

[n] Condition [a] plus 0.84 percent (0.84%) annual ambient traffic growth through year 2035 and with completion and occupancy of the related projects (i.e., future year 2035 without project conditions).

[o] Condition [n] with completion and occupancy of the project at build-out (i.e., future year 2035 with project build-out conditions).

[p] Condition [o] with implementation of the Phases I, II & III project mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

8.2.2 City of San Dimas Traffic Impact Analysis Scenarios

In addition to analyzing all 18 study intersections using the Lead Agency (City of La Verne) analysis methodologies and significant impact criteria, for the study intersections located within the City of San Dimas, LOS calculations have also been prepared for the following impact analysis scenarios pursuant to County of Los Angeles requirements:

[a] Existing (year 2016) conditions.

[b] Condition [a] plus 1.60% annual ambient traffic growth through year 2021.

[c] Condition [b] with completion and occupancy of the Phase I project.

[d] Condition [c] with implementation of the Phase I project mitigation measures, where necessary.

[e] Condition [c] with cumulative traffic of other related projects.

[f] Condition [e] with implementation of cumulative mitigation measures, where necessary.

[g] Condition [a] plus 0.92% annual ambient traffic growth through year 2028.

[h] Condition [g] with completion and occupancy of the Phases I & II project.

[i] Condition [h] with implementation of the Phases I & II project mitigation measures, where necessary.

[j] Condition [h] with cumulative traffic of other related projects.

[k] Condition [j] with implementation of cumulative mitigation measures, where necessary.

[l] Condition [a] plus 0.84% annual ambient traffic growth through year 2035.

[m] Condition [l] with completion and occupancy of the project at build-out.

[n] Condition [m] with implementation of the Phases I, II & II project mitigation measures, where necessary.

[o] Condition [m] with cumulative traffic of other related projects.

[p] Condition [o] with implementation of cumulative mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 CITY OF LA VERNE TRAFFIC ANALYSIS

The results of the traffic impact analysis prepared using the ICU methodology (for signalized intersections) and the HCM methodology (for unsignalized intersections) and application of the City of La Verne significant traffic impact criteria is summarized in ***Table 9-1*** for the Phase I project condition, ***Table 9-2*** for the Phases I & II project condition, and ***Table 9-3*** for the project build-out (Phases I, II & III) condition. The ICU/HCM data worksheets for the analyzed intersections are contained in ***Appendix C-1***.

As discussed in the previous section, the determination of whether traffic signal warrant analyses are satisfied is a part of the significant impact criteria for unsignalized intersections. Therefore, traffic signal warrant analyses have been prepared to determine whether traffic signals are warranted at the A Street/Arrow Highway and C Street/Bonita Avenue intersections. The determination of whether the installation of a traffic signal is warranted was based on criteria set forth in Chapter 4C of the MUTCD. It is important to note that the satisfaction of a traffic signal warrant is not necessarily justification for the installation of a traffic signal. Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right-of-way assignment beyond that which could be provided by stop sign control may be demonstrated. Conversely, if none of the traffic signal warrants are met, these other factors may be just cause for consideration of a traffic signal installation. The lead agency must carefully consider all aspects related to installation of traffic controls.

Traffic signal warrants were prepared for the A Street/Arrow Highway and C Street/Bonita Avenue intersections. Specifically, Warrant No. 3 (Peak Hour Volume) traffic signal warrants were prepared for both intersections. The traffic signal warrant calculations were based on existing and future AM and PM peak hour volumes. The traffic signal warrant worksheets are provided in ***Appendix D***.

9.1 Phase I Project Traffic Analysis

9.1.1 Existing Conditions

As indicated in column [1] of *Table 9-1*, 16 of the 18 study intersections are operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following two study intersections are operating at LOS F during the weekday AM and PM peak hours under existing conditions:

- Int. 5: A Street/Arrow Highway — AM Peak Hour: >50.0 sec, LOS F
PM Peak Hour: >50.0 sec, LOS F
- Int. 6: B Street/Bonita Avenue — AM Peak Hour: >50.0 sec, LOS F
PM Peak Hour: >50.0 sec, LOS F

It should be noted that at the time when the intersection turning movement traffic counts were being conducted, the B Street approaches at Bonita Avenue (Int. 6) were operated under stop-sign control. Therefore, this intersection was appropriately analyzed as an unsignalized/two-way stop-controlled

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS, DELAYS, AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Phase I

				[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C or DELAY	LOS [a]	YEAR 2016 EXISTING W/ PROJECT V/C or Delay	LOS [a]	CHANGE V/C or DELAY [(2)-(1)]	SIGNIF. IMPACT [b]	YEAR 2016 EXISTING W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(3)-(1)]	MITI-GATED	YEAR 2021 FUTURE PRE-PROJECT V/C or DELAY	LOS [a]	YEAR 2021 FUTURE W/ PROJECT V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(5)-(4)]	SIGNIF. IMPACT [b]	YEAR 2021 FUTURE W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(6)-(4)]	MITI-GATED
1	San Dimas Avenue/ Arrow Highway	Signalized	AM	0.525	A	0.530	A	0.005	No	0.530	A	0.005	---	0.570	A	0.575	A	0.005	No	0.575	A	0.005	---
			PM	0.764	C	0.769	C	0.005	No	0.769	C	0.005	---	0.826	D	0.831	D	0.005	No	0.831	D	0.005	---
2	Walnut Avenue/ Arrow Highway	Signalized	AM	0.547	A	0.551	A	0.004	No	0.551	A	0.004	---	0.590	A	0.594	A	0.004	No	0.594	A	0.004	---
			PM	0.654	B	0.659	B	0.005	No	0.659	B	0.005	---	0.707	C	0.711	C	0.004	No	0.711	C	0.004	---
3	San Dimas Canyon Road/ Arrow Highway	Signalized	AM	0.583	A	0.588	A	0.005	No	0.588	A	0.005	---	0.631	B	0.636	B	0.005	No	0.636	B	0.005	---
			PM	0.603	B	0.610	B	0.007	No	0.610	B	0.007	---	0.658	B	0.665	B	0.007	No	0.665	B	0.007	---
4	Wheeler Avenue/ Arrow Highway	Signalized	AM	0.628	B	0.638	B	0.010	No	0.638	B	0.010	---	0.680	B	0.694	B	0.014	No	0.694	B	0.014	---
			PM	0.705	C	0.727	C	0.022	No	0.727	C	0.022	---	0.807	D	0.833	D	0.026	No	0.833	D	0.026	---
5	"A" Street/ Arrow Highway	Two-Way Stop	AM	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---
			PM	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---
6	"B" Street/ Bonita Avenue [e]	Two-Way Stop	AM	>50.0	F	>50.0	F	[d]	Yes	0.666	B	N/A	Yes	0.713	C	0.714	C	0.001	No	0.714	C	0.001	---
			PM	>50.0	F	>50.0	F	[c]	No	0.656	B	N/A	---	0.688	B	0.701	C	0.013	No	0.701	C	0.013	---
7	"B" Street/ 3rd Street	All-Way Stop	AM	7.7	A	7.6	A	-0.1	No	7.6	A	-0.1	---	7.8	A	7.7	A	-0.1	No	7.7	A	-0.1	---
			PM	7.7	A	7.7	A	0.0	No	7.7	A	0.0	---	7.8	A	7.8	A	0.0	No	7.8	A	0.0	---
8	"C" Street/ Bonita Avenue	Two-Way Stop	AM	34.9	D	37.6	E	2.7	No	37.6	E	2.7	---	44.4	E	48.7	E	4.3	No	48.7	E	4.3	---
			PM	34.7	D	38.5	E	3.8	No	38.5	E	3.8	---	45.2	E	>50.0	F	[f]	No	>50.0	F	[f]	---
9	"C" Street/ 3rd Street	All-Way Stop	AM	7.9	A	7.8	A	-0.1	No	7.8	A	-0.1	---	8.1	A	7.9	A	-0.2	No	7.9	A	-0.2	---
			PM	8.5	A	8.1	A	-0.4	No	8.1	A	-0.4	---	8.6	A	8.3	A	-0.3	No	8.3	A	-0.3	---
10	"D" Street/ Foothill Boulevard	Signalized	AM	0.470	A	0.473	A	0.003	No	0.473	A	0.003	---	0.504	A	0.507	A	0.003	No	0.507	A	0.003	---
			PM	0.730	C	0.732	C	0.002	No	0.732	C	0.002	---	0.784	C	0.786	C	0.002	No	0.786	C	0.002	---
11	"D" Street/ Bonita Avenue	Signalized	AM	0.681	B	0.691	B	0.010	No	0.691	B	0.010	---	0.732	C	0.742	C	0.010	No	0.742	C	0.010	---
			PM	0.767	C	0.773	C	0.006	No	0.773	C	0.006	---	0.829	D	0.836	D	0.006	No	0.836	D	0.006	---
12	"D" Street/ 3rd Street	All-Way Stop	AM	9.7	A	9.7	A	0.0	No	9.7	A	0.0	---	10.3	B	10.3	B	0.0	No	10.3	B	0.0	---
			PM	11.5	B	11.4	B	-0.1	No	11.4	B	-0.1	---	12.6	B	12.5	B	-0.1	No	12.5	B	-0.1	---
13	"D" Street/ 2nd Street	All-Way Stop	AM	9.1	A	9.1	A	0.0	No	9.1	A	0.0	---	9.4	A	9.5	A	0.1	No	9.5	A	0.1	---
			PM	11.0	B	11.1	B	0.1	No	11.1	B	0.1	---	12.0	B	12.2	B	0.2	No	12.2	B	0.2	---

Table 9-1 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS, DELAYS, AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Phase I

				[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C or DELAY	LOS [a]	YEAR 2016 EXISTING W/ PROJECT V/C or Delay	LOS [a]	CHANGE V/C or DELAY [(2)-(1)]	SIGNIF. IMPACT [b]	YEAR 2016 EXISTING W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(3)-(1)]	MITI-GATED	YEAR 2021 FUTURE PRE-PROJECT V/C or DELAY	LOS [a]	YEAR 2021 FUTURE W/ PROJECT V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(5)-(4)]	SIGNIF. IMPACT [b]	YEAR 2021 FUTURE W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(6)-(4)]	MITI-GATED
14	"D" Street/ Parking Structure D	Two-Way Stop	AM	13.3	B	13.7	B	0.4	No	13.7	B	0.4	---	14.2	B	14.7	B	0.5	No	14.7	B	0.5	---
			PM	15.0	C	16.2	C	1.2	No	16.2	C	1.2	---	16.6	C	18.3	C	1.7	No	18.3	C	1.7	---
15	"D" Street/ Arrow Highway	Signalized	AM	0.499	A	0.514	A	0.015	No	0.514	A	0.015	---	0.559	A	0.574	A	0.015	No	0.574	A	0.015	---
			PM	0.603	B	0.613	B	0.010	No	0.613	B	0.010	---	0.673	B	0.682	B	0.009	No	0.682	B	0.009	---
16	"E" Street/ 2nd Street	All-Way Stop	AM	9.4	A	9.4	A	0.0	No	9.4	A	0.0	---	9.8	A	9.8	A	0.0	No	9.8	A	0.0	---
			PM	11.3	B	11.3	B	0.0	No	11.3	B	0.0	---	12.2	B	12.2	B	0.0	No	12.2	B	0.0	---
17	"E" Street-Fairplex Drive/ Arrow Highway	Signalized	AM	0.675	B	0.685	B	0.010	No	0.685	B	0.010	---	0.738	C	0.748	C	0.010	No	0.748	C	0.010	---
			PM	0.745	C	0.753	C	0.008	No	0.753	C	0.008	---	0.832	D	0.840	D	0.008	No	0.840	D	0.008	---
18	White Avenue/ Arrow Highway	Signalized	AM	0.736	C	0.742	C	0.006	No	0.742	C	0.006	---	0.826	D	0.832	D	0.006	No	0.832	D	0.006	---
			PM	0.841	D	0.844	D	0.003	No	0.844	D	0.003	---	0.919	E	0.923	E	0.004	No	0.923	E	0.004	---

[a] Level of Service (LOS) is based on the reported ICU value for signalized intersections and the delay value for unsignalized intersections. Reported control delay value (in seconds per vehicle) for two-way stop controlled intersections represents the delay associated with the most constrained approach of the intersection.

[b] All intersections have been analyzed using the City of La Verne's significant impact criteria. For signalized intersections, an impact is considered significant if the project related increase in the volume-to-capacity ratio equals or exceeds 0.020 and results in a Level of Service (LOS) of E or F. For unsignalized intersections, an impact is considered significant if the project causes the Level of Service to exceed LOS E and a traffic signal is warranted. If the unsignalized intersection was operating at LOS F without the project, then an impact is considered significant if the project causes the delay to increase by ten percent (10%) or more provided a traffic signal is warranted.

[c] Although the project results in an increase in delay of ten percent (10%) or more, a significant impact is not identified because the intersection traffic volumes do not warrant the installation of a traffic signal. Refer to report text and Appendix D.

[d] The project results in an increase in delay of ten percent (10%) or more, and the intersection traffic volumes warrant the consideration of a traffic signal installation.

[e] A traffic signal was installed by the City subsequent to the conduct of the traffic counts.

[f] Although the project causes the Level of Service to exceed LOS E, a significant impact is not identified because the intersection traffic volumes do not warrant the installation of a traffic signal. Refer to report text and Appendix D.

Table 9-2
SUMMARY OF VOLUME TO CAPACITY RATIOS, DELAYS, AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Phases I & II

				[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C or DELAY	LOS [a]	YEAR 2016 EXISTING W/ PROJECT V/C or Delay	LOS [a]	CHANGE V/C or DELAY [(2)-(1)]	SIGNIF. IMPACT [b]	YEAR 2016 EXISTING W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(3)-(1)]	MITI-GATED	YEAR 2028 FUTURE PRE-PROJECT V/C or DELAY	LOS [a]	YEAR 2028 FUTURE W/ PROJECT V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(5)-(4)]	SIGNIF. IMPACT [b]	YEAR 2028 FUTURE W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(6)-(4)]	MITI-GATED
1	San Dimas Avenue/ Arrow Highway	Signalized	AM	0.525	A	0.530	A	0.005	No	0.530	A	0.005	---	0.661	B	0.667	B	0.006	No	0.667	B	0.006	---
			PM	0.764	C	0.770	C	0.006	No	0.770	C	0.006	---	0.851	D	0.857	D	0.006	No	0.857	D	0.006	---
2	Walnut Avenue/ Arrow Highway	Signalized	AM	0.547	A	0.552	A	0.005	No	0.552	A	0.005	---	0.638	B	0.643	B	0.005	No	0.643	B	0.005	---
			PM	0.654	B	0.659	B	0.005	No	0.659	B	0.005	---	0.724	C	0.729	C	0.005	No	0.729	C	0.005	---
3	San Dimas Canyon Road/ Arrow Highway	Signalized	AM	0.583	A	0.589	A	0.006	No	0.589	A	0.006	---	0.644	B	0.650	B	0.006	No	0.650	B	0.006	---
			PM	0.603	B	0.611	B	0.008	No	0.611	B	0.008	---	0.669	B	0.679	B	0.010	No	0.679	B	0.010	---
4	Wheeler Avenue/ Arrow Highway	Signalized	AM	0.628	B	0.641	B	0.013	No	0.641	B	0.013	---	0.699	B	0.715	C	0.016	No	0.715	C	0.016	---
			PM	0.705	C	0.729	C	0.024	No	0.729	C	0.024	---	0.824	D	0.850	D	0.026	No	0.850	D	0.026	---
5	"A" Street/ Arrow Highway	Two-Way Stop	AM	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---
			PM	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---
6	"B" Street/ Bonita Avenue [e]	Two-Way Stop	AM	>50.0	F	>50.0	F	[d]	Yes	0.697	B	N/A	Yes	0.729	C	0.769	C	0.040	No	0.769	C	0.040	---
			PM	>50.0	F	>50.0	F	[d]	Yes	0.786	C	N/A	Yes	0.706	C	0.858	D	0.152	No	0.858	D	0.152	---
7	"B" Street/ 3rd Street	All-Way Stop	AM	7.7	A	7.8	A	0.1	No	7.8	A	0.1	---	7.9	A	7.8	A	-0.1	No	7.8	A	-0.1	---
			PM	7.7	A	7.7	A	0.0	No	7.7	A	0.0	---	8.0	A	7.8	A	-0.2	No	7.8	A	-0.2	---
8	"C" Street/ Bonita Avenue	Two-Way Stop	AM	34.9	D	>50.0	F	[f]	No	>50.0	F	[f]	---	47.2	E	>50.0	F	[f]	No	>50.0	F	[f]	---
			PM	34.7	D	>50.0	F	[f]	No	>50.0	F	[f]	---	48.6	E	>50.0	F	[f]	No	>50.0	F	[f]	---
9	"C" Street/ 3rd Street	All-Way Stop	AM	7.9	A	7.1	A	-0.8	No	7.1	A	-0.8	---	8.2	A	7.1	A	-1.1	No	7.1	A	-1.1	---
			PM	8.5	A	7.4	A	-1.1	No	7.4	A	-1.1	---	8.8	A	7.5	A	-1.3	No	7.5	A	-1.3	---
10	"D" Street/ Foothill Boulevard	Signalized	AM	0.470	A	0.476	A	0.005	No	0.476	A	0.005	---	0.529	A	0.535	A	0.005	No	0.535	A	0.005	---
			PM	0.730	C	0.734	C	0.004	No	0.734	C	0.004	---	0.811	D	0.815	D	0.004	No	0.815	D	0.004	---
11	"D" Street/ Bonita Avenue	Signalized	AM	0.681	B	0.736	C	0.055	No	0.736	C	0.055	---	0.775	C	0.831	D	0.056	No	0.831	D	0.056	---
			PM	0.767	C	0.833	D	0.066	No	0.833	D	0.066	---	0.883	D	0.961	E	0.078	Yes	0.961	E	0.078	No
12	"D" Street/ 3rd Street	All-Way Stop	AM	9.7	A	9.2	A	-0.5	No	9.2	A	-0.5	---	11.8	B	10.5	B	-1.3	No	10.5	B	-1.3	---
			PM	11.5	B	10.4	B	-1.1	No	10.4	B	-1.1	---	15.0	B	13.1	B	-1.9	No	13.1	B	-1.9	---
13	"D" Street/ 2nd Street	All-Way Stop	AM	9.1	A	9.2	A	0.1	No	9.2	A	0.1	---	10.2	B	10.4	B	0.2	No	10.4	B	0.2	---
			PM	11.0	B	11.3	B	0.3	No	11.3	B	0.3	---	14.3	B	14.9	B	0.6	No	14.9	B	0.6	---

Table 9-2 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS, DELAYS, AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Phases I & II

				[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C or DELAY	LOS [a]	YEAR 2016 EXISTING W/ PROJECT V/C or Delay	LOS [a]	CHANGE V/C or DELAY [(2)-(1)]	SIGNIF. IMPACT [b]	YEAR 2016 EXISTING W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(3)-(1)]	MITI-GATED	YEAR 2028 FUTURE PRE-PROJECT V/C or DELAY	LOS [a]	YEAR 2028 FUTURE W/ PROJECT V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(5)-(4)]	SIGNIF. IMPACT [b]	YEAR 2028 FUTURE W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(6)-(4)]	MITI-GATED
14	"D" Street/ Parking Structure D	Two-Way Stop	AM	13.3	B	14.1	B	0.8	No	14.1	B	0.8	---	13.1	B	15.0	B	1.9	No	15.0	B	1.9	---
			PM	15.0	C	18.2	C	3.2	No	18.2	C	3.2	---	20.9	C	30.1	D	9.2	No	30.1	D	9.2	---
15	"D" Street/ Arrow Highway	Signalized	AM	0.499	A	0.529	A	0.030	No	0.529	A	0.030	---	0.628	B	0.658	B	0.030	No	0.658	B	0.030	---
			PM	0.603	B	0.621	B	0.018	No	0.621	B	0.018	---	0.689	B	0.707	C	0.018	No	0.707	C	0.018	---
16	"E" Street/ 2nd Street	All-Way Stop	AM	9.4	A	9.4	A	0.0	No	9.4	A	0.0	---	10.9	B	10.9	B	0.0	No	10.9	B	0.0	---
			PM	11.3	B	11.3	B	0.0	No	11.3	B	0.0	---	16.0	C	16.0	C	0.0	No	16.0	C	0.0	---
17	"E" Street-Fairplex Drive/ Arrow Highway	Signalized	AM	0.675	B	0.690	B	0.015	No	0.690	B	0.015	---	0.783	C	0.799	C	0.016	No	0.799	C	0.016	---
			PM	0.745	C	0.758	C	0.013	No	0.758	C	0.013	---	0.851	D	0.865	D	0.014	No	0.865	D	0.014	---
18	White Avenue/ Arrow Highway	Signalized	AM	0.736	C	0.745	C	0.009	No	0.745	C	0.009	---	0.914	E	0.923	E	0.009	No	0.923	E	0.009	---
			PM	0.841	D	0.846	D	0.005	No	0.846	D	0.005	---	0.970	E	0.975	E	0.005	No	0.975	E	0.005	---

[a] Level of Service (LOS) is based on the reported ICU value for signalized intersections and the delay value for unsignalized intersections. Reported control delay value (in seconds per vehicle) for two-way stop controlled intersections represents the delay associated with the most constrained approach of the intersection.

[b] All intersections have been analyzed using the City of La Verne's significant impact criteria. For signalized intersections, an impact is considered significant if the project related increase in the volume-to-capacity ratio equals or exceeds 0.020 and results in a Level of Service (LOS) of E or F. For unsignalized intersections, an impact is considered significant if the project causes the Level of Service to exceed LOS E and a traffic signal is warranted. If the unsignalized intersection was operating at LOS F without the project, then an impact is considered significant if the project causes the delay to increase by ten percent (10%) or more provided a traffic signal is warranted.

[c] Although the project results in an increase in delay of ten percent (10%) or more, a significant impact is not identified because the intersection traffic volumes do not warrant the installation of a traffic signal. Refer to report text and Appendix D.

[d] The project results in an increase in delay of ten percent (10%) or more, and the intersection traffic volumes warrant the consideration of a traffic signal installation.

[e] A traffic signal was installed by the City subsequent to the conduct of the traffic counts.

[f] Although the project causes the Level of Service to exceed LOS E, a significant impact is not identified because the intersection traffic volumes do not warrant the installation of a traffic signal. Refer to report text and Appendix D.

Table 9-3
SUMMARY OF VOLUME TO CAPACITY RATIOS, DELAYS, AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Full Build-out (Phases I, II & III)

				[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C or DELAY	LOS [a]	YEAR 2016 EXISTING W/ PROJECT V/C or Delay	LOS [a]	CHANGE V/C or DELAY [(2)-(1)]	SIGNIF. IMPACT [b]	YEAR 2016 EXISTING W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(3)-(1)]	MITI-GATED	YEAR 2035 FUTURE PRE-PROJECT V/C or DELAY	LOS [a]	YEAR 2035 FUTURE W/ PROJECT V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(5)-(4)]	SIGNIF. IMPACT [b]	YEAR 2035 FUTURE W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(6)-(4)]	MITI-GATED
1	San Dimas Avenue/ Arrow Highway	Signalized	AM	0.525	A	0.534	A	0.009	No	0.534	A	0.009	---	0.684	B	0.696	B	0.012	No	0.696	B	0.012	---
			PM	0.764	C	0.773	C	0.009	No	0.773	C	0.009	---	0.888	D	0.897	D	0.009	No	0.897	D	0.009	---
2	Walnut Avenue/ Arrow Highway	Signalized	AM	0.547	A	0.553	A	0.006	No	0.553	A	0.006	---	0.664	B	0.670	B	0.006	No	0.670	B	0.006	---
			PM	0.654	B	0.662	B	0.008	No	0.662	B	0.008	---	0.754	C	0.762	C	0.008	No	0.762	C	0.008	---
3	San Dimas Canyon Road/ Arrow Highway	Signalized	AM	0.583	A	0.590	A	0.007	No	0.590	A	0.007	---	0.671	B	0.678	B	0.007	No	0.678	B	0.007	---
			PM	0.603	B	0.616	B	0.013	No	0.616	B	0.013	---	0.696	B	0.715	C	0.019	No	0.715	C	0.019	---
4	Wheeler Avenue/ Arrow Highway	Signalized	AM	0.628	B	0.648	B	0.020	No	0.648	B	0.020	---	0.729	C	0.752	C	0.023	No	0.752	C	0.023	---
			PM	0.705	C	0.739	C	0.034	No	0.739	C	0.034	---	0.856	D	0.893	D	0.037	No	0.893	D	0.037	---
5	"A" Street/ Arrow Highway	Two-Way Stop	AM	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---	>50.0	F	>50.0	F	[d]	Yes	>50.0	F	[g]	Yes
			PM	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---
6	"B" Street/ Bonita Avenue [e]	Two-Way Stop	AM	>50.0	F	>50.0	F	[d]	Yes	0.699	B	N/A	Yes	0.761	C	0.804	D	0.043	No	0.804	D	0.043	---
			PM	>50.0	F	>50.0	F	[d]	Yes	0.789	C	N/A	Yes	0.736	C	0.894	D	0.158	No	0.894	D	0.158	---
7	"B" Street/ 3rd Street	All-Way Stop	AM	7.7	A	7.8	A	0.1	No	7.8	A	0.1	---	8.0	A	7.8	A	-0.2	No	7.8	A	-0.2	---
			PM	7.7	A	7.7	A	0.0	No	7.7	A	0.0	---	8.1	A	7.8	A	-0.3	No	7.8	A	-0.3	---
8	"C" Street/ Bonita Avenue	Two-Way Stop	AM	34.9	D	>50.0	F	[f]	No	>50.0	F	[f]	---	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---
			PM	34.7	D	>50.0	F	[f]	No	>50.0	F	[f]	---	>50.0	F	>50.0	F	[c]	No	>50.0	F	[c]	---
9	"C" Street/ 3rd Street	All-Way Stop	AM	7.9	A	7.1	A	-0.8	No	7.1	A	-0.8	---	8.2	A	7.2	A	-1.0	No	7.2	A	-1.0	---
			PM	8.5	A	7.4	A	-1.1	No	7.4	A	-1.1	---	8.9	A	7.5	A	-1.4	No	7.5	A	-1.4	---
10	"D" Street/ Foothill Boulevard	Signalized	AM	0.470	A	0.476	A	0.006	No	0.476	A	0.006	---	0.550	A	0.556	A	0.006	No	0.556	A	0.006	---
			PM	0.730	C	0.739	C	0.009	No	0.739	C	0.009	---	0.845	D	0.854	D	0.009	No	0.854	D	0.009	---
11	"D" Street/ Bonita Avenue	Signalized	AM	0.681	B	0.738	C	0.058	No	0.738	C	0.058	---	0.808	D	0.868	D	0.061	No	0.868	D	0.061	---
			PM	0.767	C	0.834	D	0.068	No	0.834	D	0.068	---	0.919	E	1.005	F	0.086	Yes	1.005	F	0.086	No
12	"D" Street/ 3rd Street	All-Way Stop	AM	9.7	A	9.2	A	-0.5	No	9.2	A	-0.5	---	12.3	B	10.7	B	-1.6	No	10.7	B	-1.6	---
			PM	11.5	B	10.4	B	-1.1	No	10.4	B	-1.1	---	16.9	C	13.8	B	-3.1	No	13.8	B	-3.1	---
13	"D" Street/ 2nd Street	All-Way Stop	AM	9.1	A	9.1	A	0.0	No	9.1	A	0.0	---	10.5	B	10.6	B	0.1	No	10.6	B	0.1	---
			PM	11.0	B	11.3	B	0.3	No	11.3	B	0.3	---	15.5	C	16.2	C	0.7	No	16.2	C	0.7	---

Table 9-3 (Continued)
SUMMARY OF VOLUME TO CAPACITY RATIOS, DELAYS, AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Full Build-out (Phases I, II & III)

				[1]		[2]				[3]				[4]		[5]				[6]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C or DELAY	LOS [a]	YEAR 2016 EXISTING W/ PROJECT V/C or Delay	LOS [a]	CHANGE V/C or DELAY [(2)-(1)]	SIGNIF. IMPACT [b]	YEAR 2016 EXISTING W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(3)-(1)]	MITI-GATED	YEAR 2035 FUTURE PRE-PROJECT V/C or DELAY	LOS [a]	YEAR 2035 FUTURE W/ PROJECT V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(5)-(4)]	SIGNIF. IMPACT [b]	YEAR 2035 FUTURE W/ PROJECT MITIGATION V/C or DELAY	LOS [a]	CHANGE V/C or DELAY [(6)-(4)]	MITI-GATED
14	"D" Street/ Parking Structure D	Two-Way Stop	AM	13.3	B	13.6	B	0.3	No	13.6	B	0.3	---	13.7	B	14.9	B	1.2	No	14.9	B	1.2	---
			PM	15.0	C	18.0	C	3.0	No	18.0	C	3.0	---	23.2	C	34.7	D	11.5	No	34.7	D	11.5	---
15	"D" Street/ Arrow Highway	Signalized	AM	0.499	A	0.524	A	0.025	No	0.524	A	0.025	---	0.650	B	0.675	B	0.025	No	0.675	B	0.025	---
			PM	0.603	B	0.626	B	0.023	No	0.626	B	0.023	---	0.716	C	0.740	C	0.024	No	0.740	C	0.024	---
16	"E" Street/ 2nd Street	All-Way Stop	AM	9.4	A	9.5	A	0.1	No	9.5	A	0.1	---	11.4	B	11.5	B	0.1	No	11.5	B	0.1	---
			PM	11.3	B	11.5	B	0.2	No	11.5	B	0.2	---	17.7	C	19.4	C	1.7	No	19.4	C	1.7	---
17	"E" Street-Fairplex Drive/ Arrow Highway	Signalized	AM	0.675	B	0.688	B	0.013	No	0.688	B	0.013	---	0.816	D	0.829	D	0.013	No	0.779	C	-0.037	---
			PM	0.745	C	0.774	C	0.029	No	0.774	C	0.029	---	0.887	D	0.917	E	0.030	Yes	0.873	D	-0.014	Yes
18	White Avenue/ Arrow Highway	Signalized	AM	0.736	C	0.752	C	0.016	No	0.752	C	0.016	---	0.950	E	0.966	E	0.016	No	0.966	E	0.016	---
			PM	0.841	D	0.848	D	0.007	No	0.848	D	0.007	---	1.013	F	1.020	F	0.007	No	1.020	F	0.007	---

[a] Level of Service (LOS) is based on the reported ICU value for signalized intersections and the delay value for unsignalized intersections. Reported control delay value (in seconds per vehicle) for two-way stop controlled intersections represents the delay associated with the most constrained approach of the intersection.
[b] All intersections have been analyzed using the City of La Verne's significant impact criteria. For signalized intersections, an impact is considered significant if the project related increase in the volume-to-capacity ratio equals or exceeds 0.020 and results in a Level of Service (LOS) of E or F. For unsignalized intersections, an impact is considered significant if the project causes the Level of Service to exceed LOS E and a traffic signal is warranted. If the unsignalized intersection was operating at LOS F without the project, then an impact is considered significant if the project causes the delay to increase by ten percent (10%) or more provided a traffic signal is warranted.
[c] Although the project results in an increase in delay of ten percent (10%) or more, a significant impact is not identified because the intersection traffic volumes do not warrant the installation of a traffic signal. Refer to report text and Appendix D.
[d] The project results in an increase in delay of ten percent (10%) or more, and the intersection traffic volumes warrant the consideration of a traffic signal installation.
[e] A traffic signal was installed by the City subsequent to the conduct of the traffic counts.
[f] Although the project causes the Level of Service to exceed LOS E, a significant impact is not identified because the intersection traffic volumes do not warrant the installation of a traffic signal. Refer to report text and Appendix D.
[g] The proposed improvement will improve the corresponding southbound approach delay to better than pre-project conditions. Refer to Appendix C for the Level of Service worksheets.

intersection under existing conditions and the vehicular delays associated with the most constrained intersection approach were reported. As discussed previously, the City of La Verne is completing the installation of a new traffic signal at this intersection. As further discussed in Section 11.0, the intersection level of service operations are expected to improve upon completion of the traffic signal installation.

As mentioned previously, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 5-1* and *5-2*, respectively. The existing conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.1.2 Existing With Phase I Project Conditions

As shown in column [2] of *Table 9-1*, application of the City of La Verne's threshold criteria to the Existing With Phase I Project scenario indicates that the proposed Phase I Project is expected to result in a significant impact at one City of La Verne study intersection under its current stop-sign control operations. Incremental but not significant impacts are noted at the remaining 17 study intersections as presented in *Table 9-1*. The following study intersection is expected to be significantly impacted according to the City of La Verne's impact criteria during the peak hour shown below in the Existing With Phase I Project condition:

- Int. No. 6: B Street/Bonita Avenue (AM Peak Hour)

The existing with Phase I project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9-1*** and ***9-2***, respectively. The existing with Phase I project conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.1.3 Year 2021 Without Project Conditions

The future year 2021 without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the addition of the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios and delay values at the study intersections are incrementally increased with the addition of growth in ambient traffic and traffic generated by the related projects listed in *Table 6–1*, with the exception of the Metro Gold Line Foothill Extension project which is not expected to be completed and operational by year 2021. As presented in column [4] of *Table 9-1*, 15 of the 18 study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and traffic due to the related projects. The following three study intersections are expected to operate at LOS E or F during the weekday AM and/or PM peak hour with the addition of ambient traffic growth and traffic due to the related projects:

- Int. 5: A Street/Arrow Highway — AM Peak Hour: Delay >50.0 sec, LOS F
PM Peak Hour: Delay >50.0 sec, LOS F

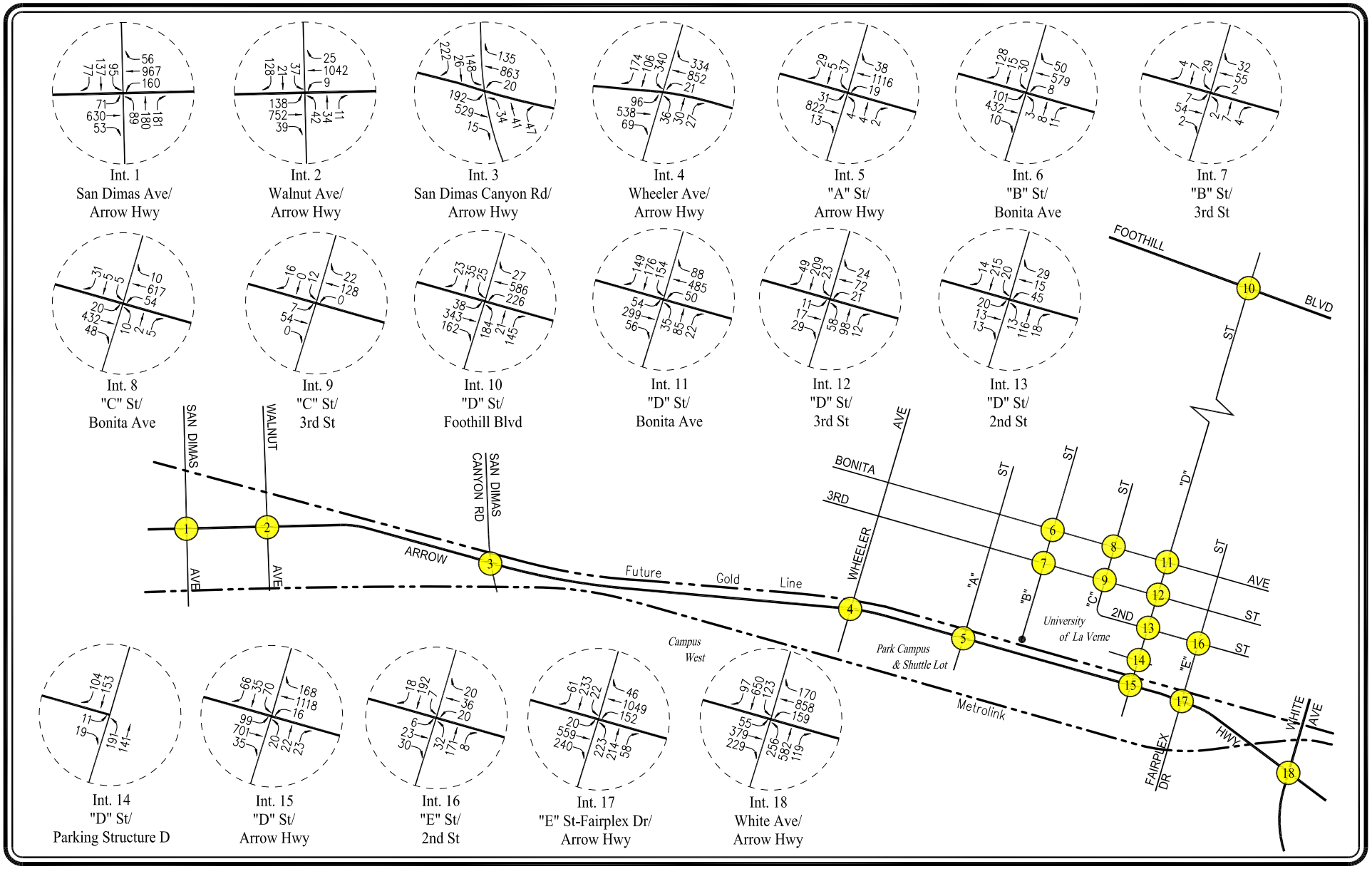

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FIGURE 9-1
EXISTING WITH PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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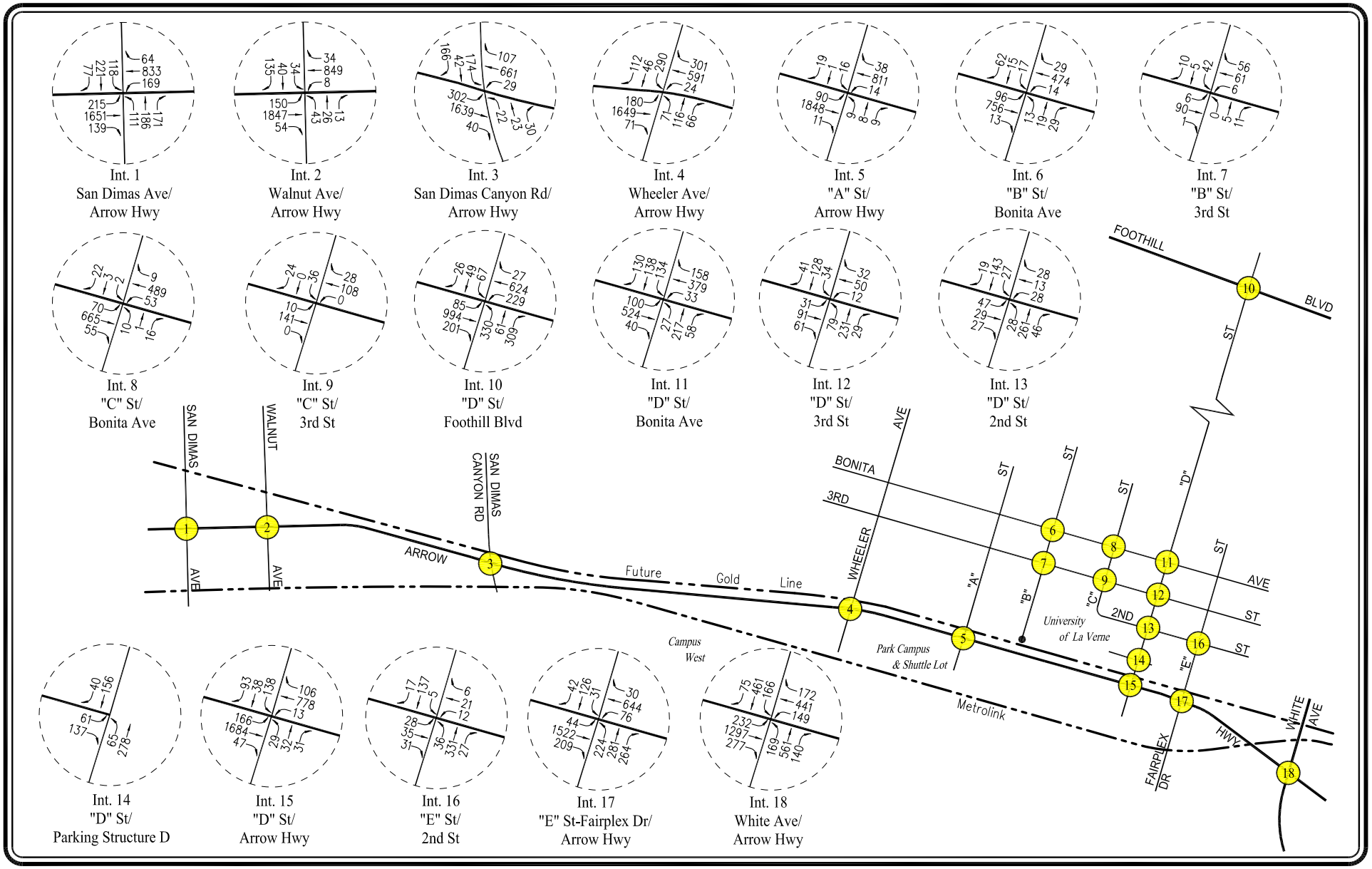

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FIGURE 9-2
EXISTING WITH PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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- Int. 8: C Street/Bonita Avenue — AM Peak Hour: Delay = 44.4 sec, LOS E
  PM Peak Hour: Delay = 45.2 sec, LOS E

- Int. 18: White Avenue/Arrow Highway — PM Peak Hour: *v/c* = 0.919, LOS E

As discussed previously, the City of La Verne is completing the installation of a new traffic signal at the B Street/Bonita Avenue intersection (Int. 6). Therefore, this intersection is appropriately analyzed using the signalized ICU method in the year 2021 conditions. As shown in *Table 9-1*, the B Street/Bonita Avenue intersection is expected to improve to LOS C during the AM peak hour and LOS B during the PM peak hour in the future year 2021 without project conditions.

The future year 2021 without project (existing, ambient growth to year 2021 and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 9–3*** and ***9–4***, respectively. The future year 2021 without project conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.1.4 Year 2021 With Phase I Project Conditions

In order to determine the operating conditions of the street system under the year 2021 with Phase I project conditions, traffic expected to be generated by the proposed Phase I project was added to the year 2021 without project conditions. As shown in column [5] of *Table 9–1*, application of the City of La Verne's significance criteria to the Year 2021 With Phase I Project scenario indicates that the proposed Phase I Project is not expected to create significant impacts at any of the 18 study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts due to the proposed Phase I project, no traffic mitigation measures are required for the study intersections under the "Year 2021 With Phase I Project" conditions. The future year 2021 with Phase I project (existing, ambient growth, related projects and Phase I project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–5*** and ***9–6***, respectively. The future year 2021 with Phase I project conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.2 Phases I & II Project Traffic Analysis

9.2.1 Existing Conditions

As indicated in column [1] of *Table 9-2*, 16 of the 18 study intersections are operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following two study intersections are operating at LOS F during the weekday AM and PM peak hours under existing conditions:

- Int. 5: A Street/Arrow Highway — AM Peak Hour: >50.0 sec, LOS F
  PM Peak Hour: >50.0 sec, LOS F

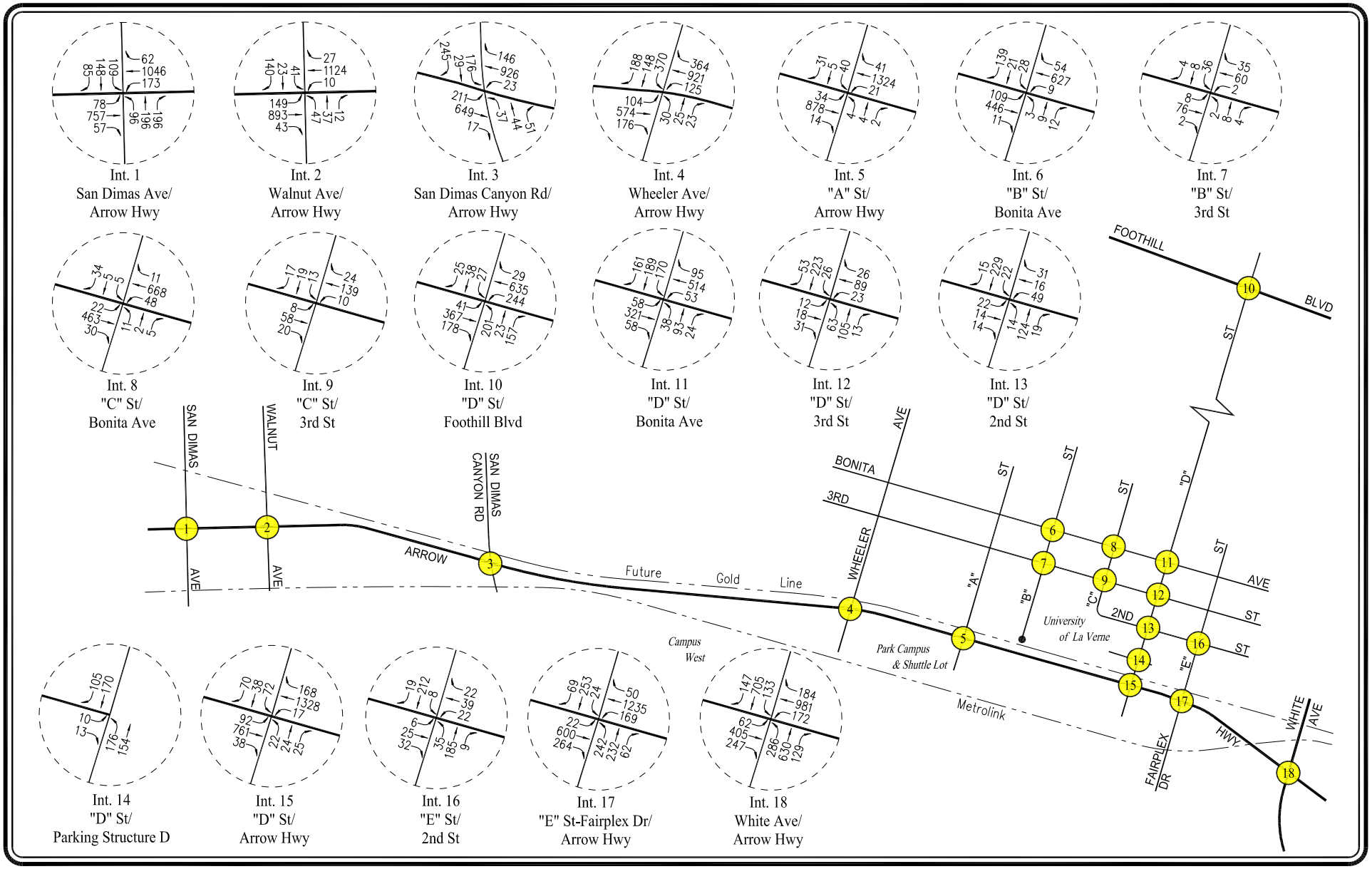

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FIGURE 9-3
FUTURE YEAR 2021 WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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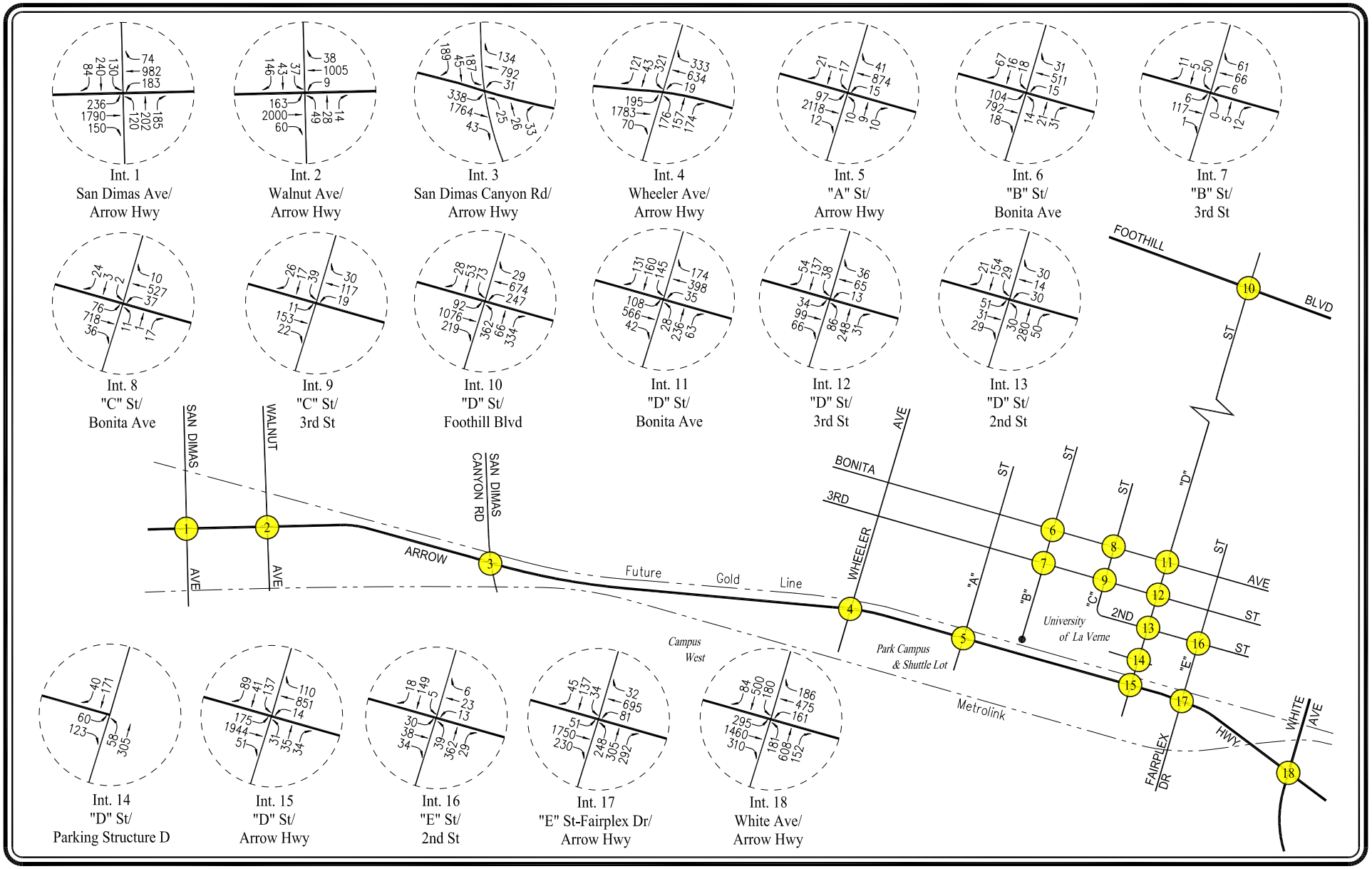

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FIGURE 9-4
FUTURE YEAR 2021 WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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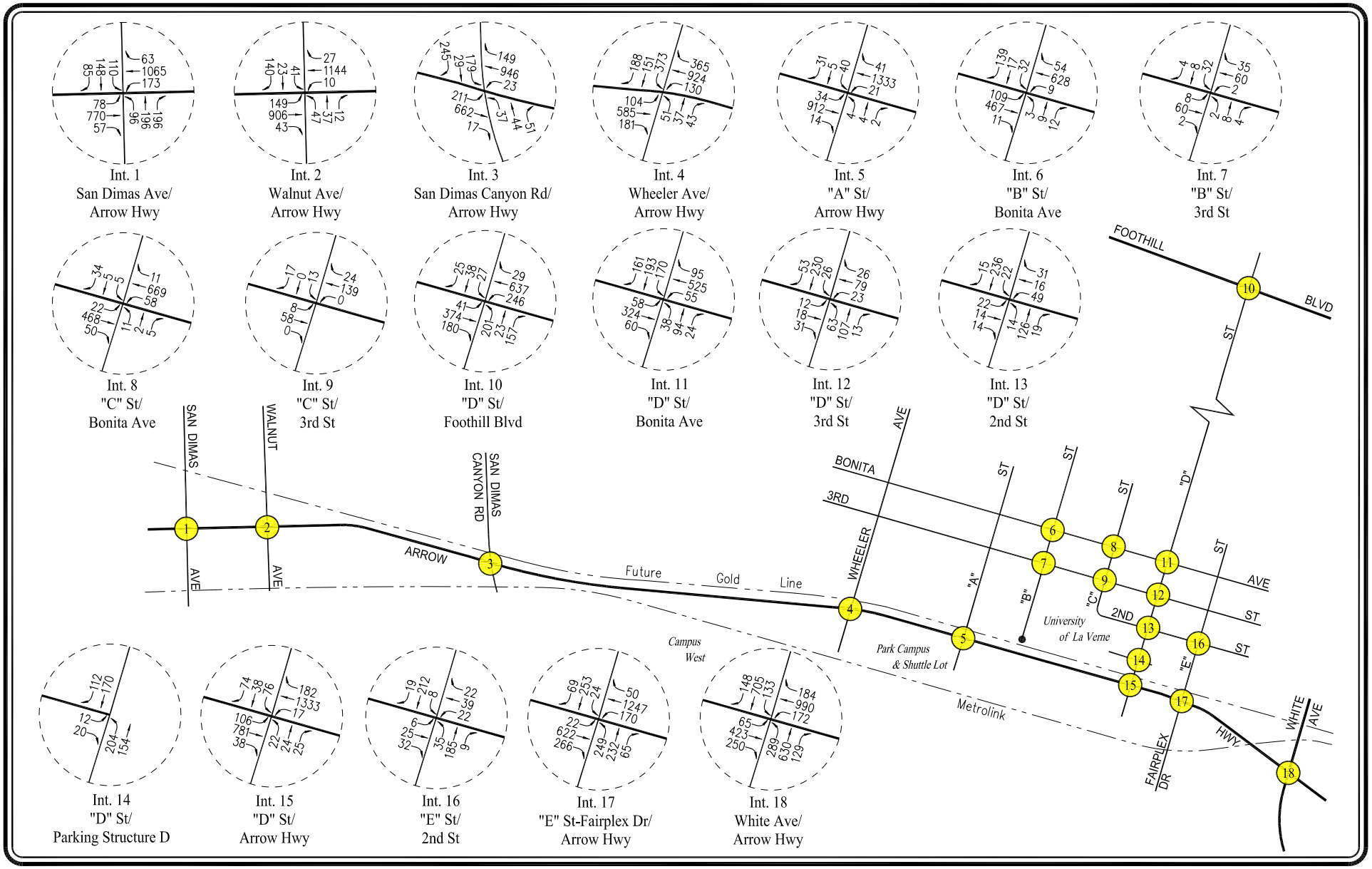

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FIGURE 9-5
FUTURE YEAR 2021 WITH PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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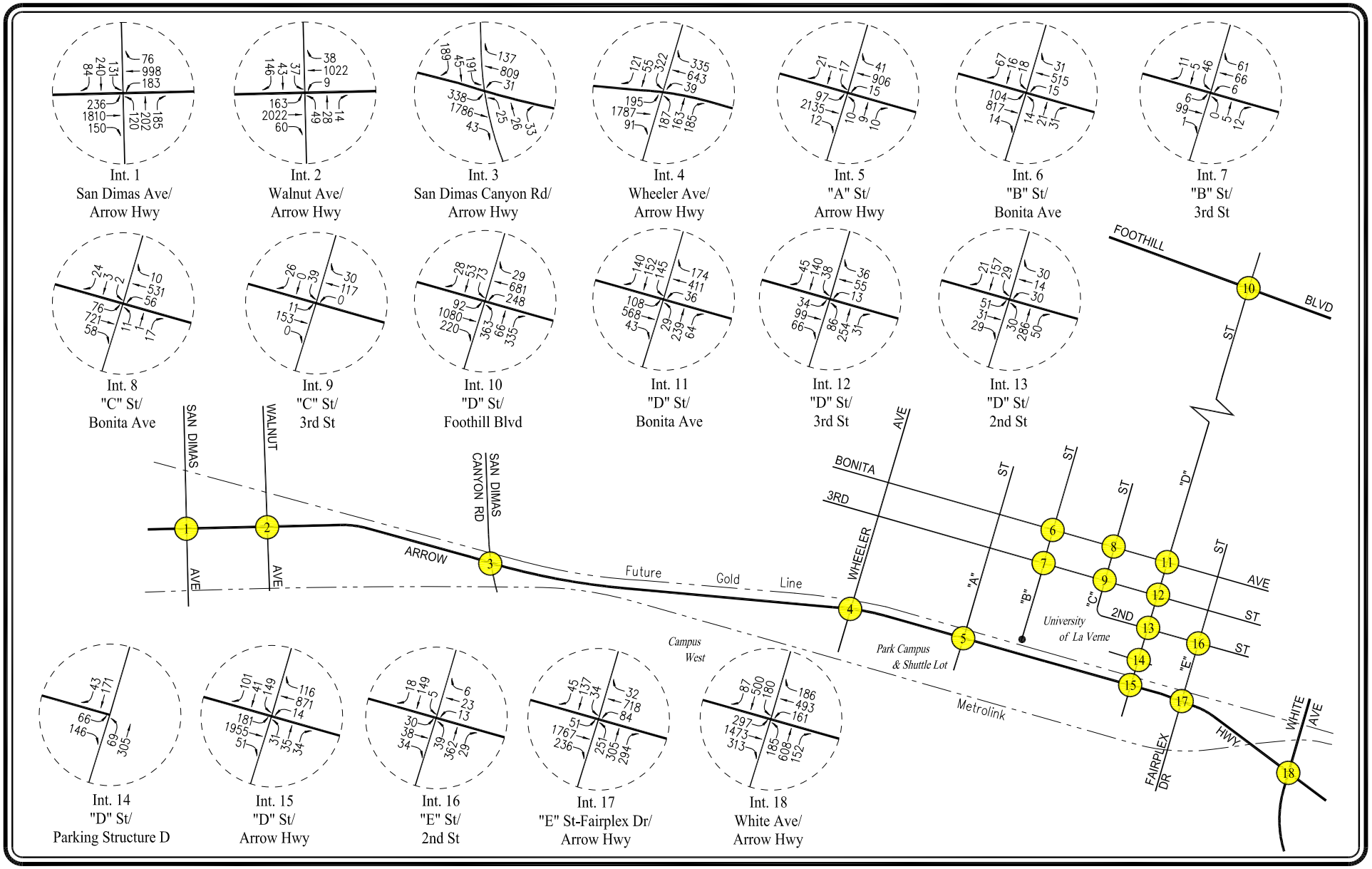

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FIGURE 9-6
FUTURE YEAR 2021 WITH PHASE I PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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- Int. 6: B Street/Bonita Avenue — AM Peak Hour: >50.0 sec, LOS F
  PM Peak Hour: >50.0 sec, LOS F

It should be noted that at the time when the intersection turning movement traffic counts were being conducted, the B Street approaches at Bonita Avenue (Int. 6) were operated under stop-sign control. Therefore, this intersection was appropriately analyzed as an unsignalized/two-way stop-controlled intersection under existing conditions and the vehicular delays associated with the most constrained intersection approach were reported. As discussed previously, the City of La Verne is completing the installation of a new traffic signal at this intersection. As further discussed in Section 11.0, the intersection level of service operations are expected to improve upon completion of the traffic signal installation.

As mentioned previously, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 5-1* and *5-2*, respectively. The existing conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.2.2 Existing With Phases I & II Project Conditions

As shown in column [2] of *Table 9-2*, application of the City of La Verne's threshold criteria to the Existing With Phases I & II Project scenario indicates that the proposed Phases I & II Project is expected to result in a significant impact at one City of La Verne study intersection under its current stop-sign control operations. Incremental but not significant impacts are noted at the remaining 17 study intersections as presented in *Table 9-2*. The following study intersection is expected to be significantly impacted according to the City of La Verne's impact criteria during the peak hour shown below in the Existing With Phases I & II Project condition:

- Int. No. 6: B Street/Bonita Avenue (AM & PM Peak Hours)

The existing with Phases I & II project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9-7*** and ***9-8***, respectively. The existing with Phases I & II project conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.2.3 Year 2028 Without Project Conditions

The future year 2028 without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the addition of the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios and delay values at the study intersections are incrementally increased with the addition of growth in ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [4] of *Table 9-2*, 15 of the 18 study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and traffic due to the related projects. The following three study intersections are expected to operate at LOS E or F during the

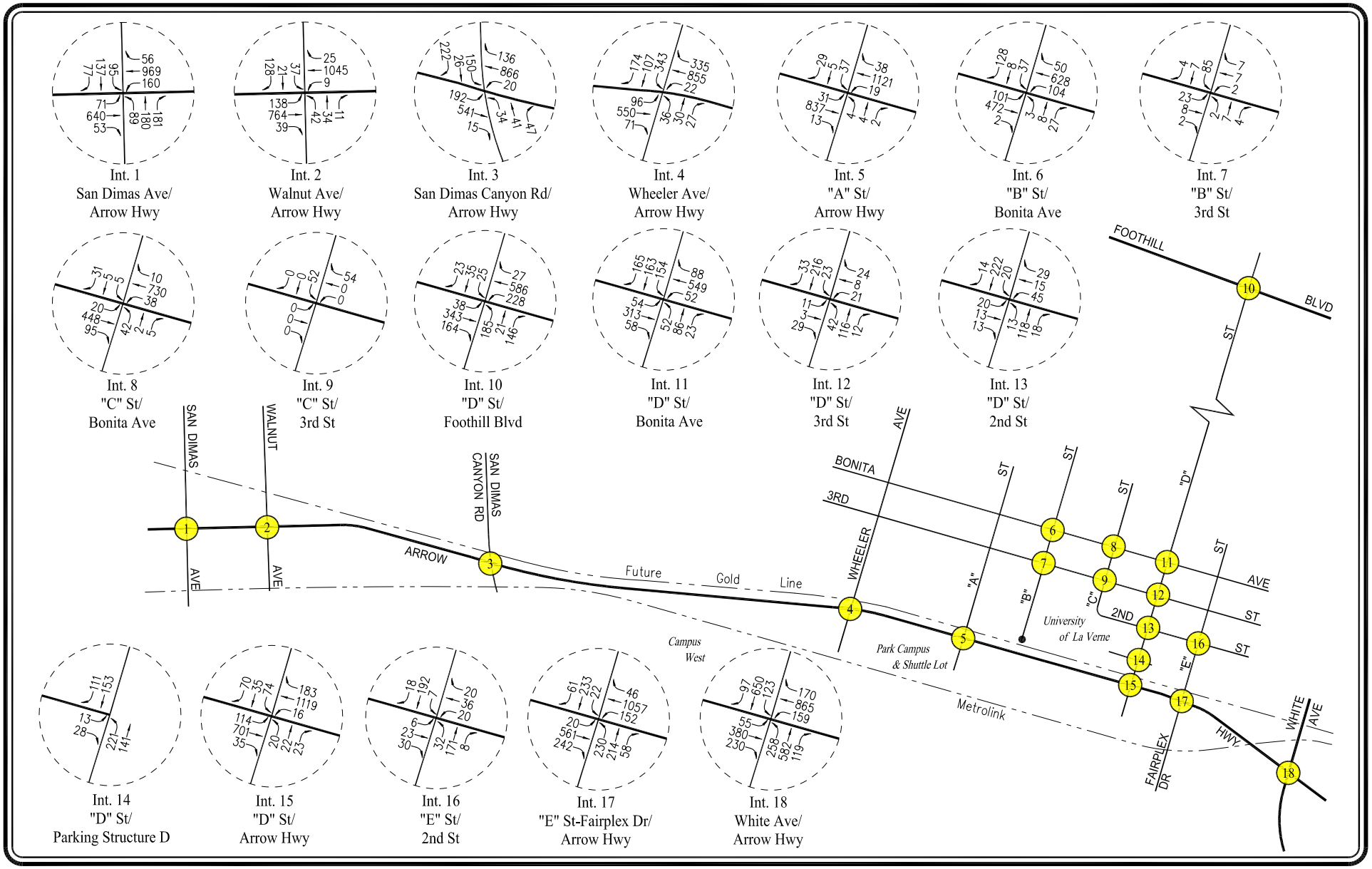

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FIGURE 9-7
EXISTING WITH PHASES I & II PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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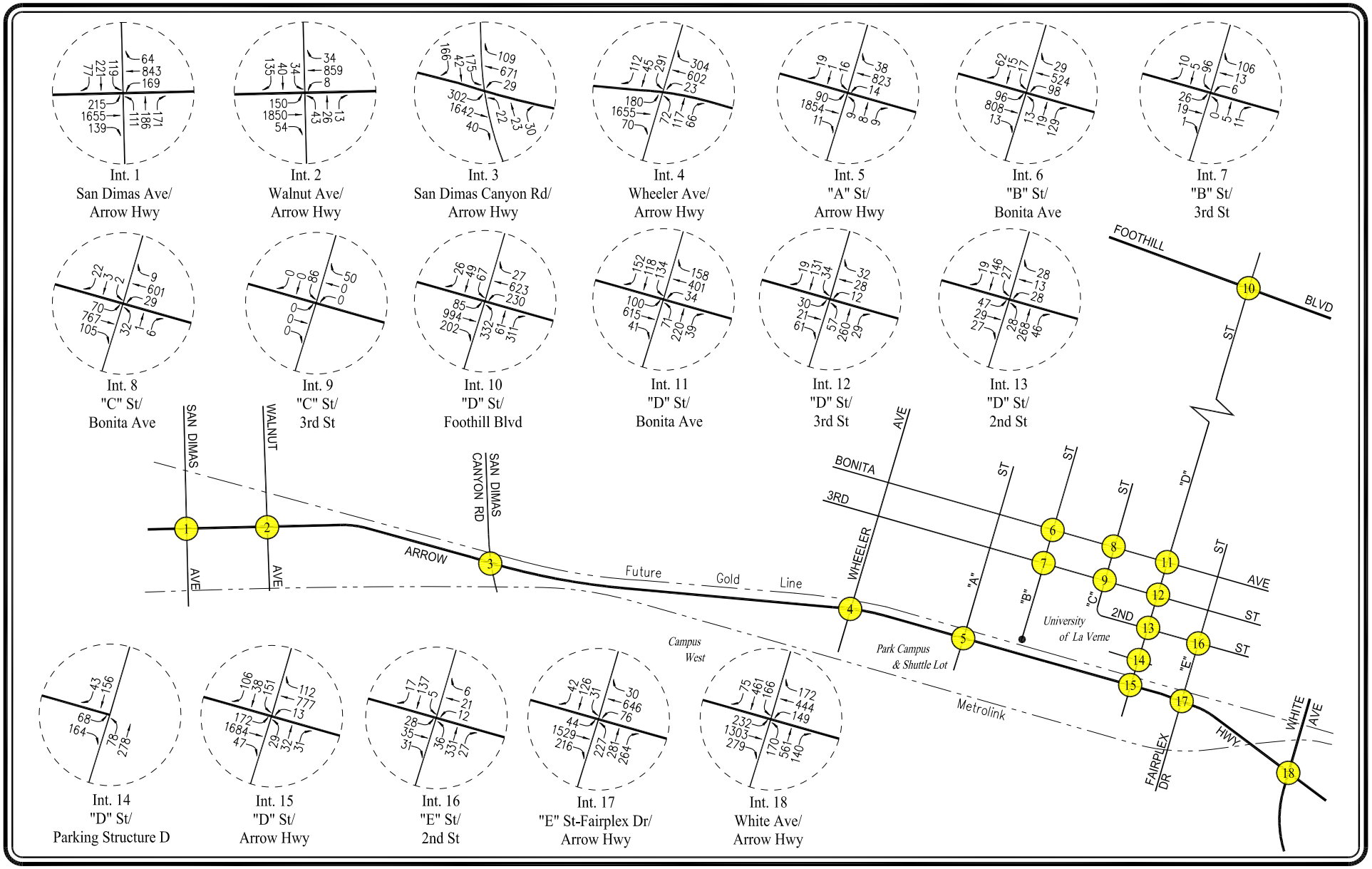

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FIGURE 9-8
EXISTING WITH PHASES I & II PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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weekday AM and/or PM peak hour with the addition of ambient traffic growth and traffic due to the related projects:

- Int. 5: A Street/Arrow Highway — AM Peak Hour: Delay >50.0 sec, LOS F
PM Peak Hour: Delay >50.0 sec, LOS F
- Int. 8: C Street/Bonita Avenue — AM Peak Hour: Delay = 47.2 sec, LOS E
PM Peak Hour: Delay = 48.6 sec, LOS E
- Int. 18: White Avenue/Arrow Highway — AM Peak Hour: *v/c* = 0.914, LOS E
PM Peak Hour: *v/c* = 0.970, LOS E

As discussed previously, the City of La Verne is completing the installation of a new traffic signal at the B Street/Bonita Avenue intersection (Int. 6). Therefore, this intersection is appropriately analyzed using the signalized ICU method in the year 2028 conditions. As shown in *Table 9-2*, the B Street/Bonita Avenue intersection is expected to improve to LOS C during the AM and PM peak hours in the future year 2028 without project conditions.

The future year 2028 without project (existing, ambient growth to year 2028 and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 9–9*** and ***9–10***, respectively. The future year 2028 without project conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.2.4 Year 2028 With Phases I & II Project Conditions

In order to determine the operating conditions of the street system under the year 2028 with Phases I & II project conditions, traffic expected to be generated by the proposed Phases I & II project was added to the year 2028 without project conditions. As shown in column [5] of *Table 9–2*, application of the City of La Verne's significance criteria to the Year 2028 With Phases I & II Project scenario indicates that the proposed Phases I & II Project is expected to result in a significant impact at one of the 18 study intersections. Incremental, but not significant, impacts are noted at the remaining 17 study intersections as presented in *Table 9-2*. The following study intersection is expected to be significantly impacted according to the City of La Verne's impact criteria during the peak hour shown below in the Year 2028 With Phases I & II Project condition:

- Int. No. 11: D Street/Bonita Avenue (PM Peak Hour)

The future year 2028 with Phases I & II project (existing, ambient growth, related projects and Phases I & II project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–11*** and ***9–12***, respectively. The future year 2028 with Phases I & II project conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

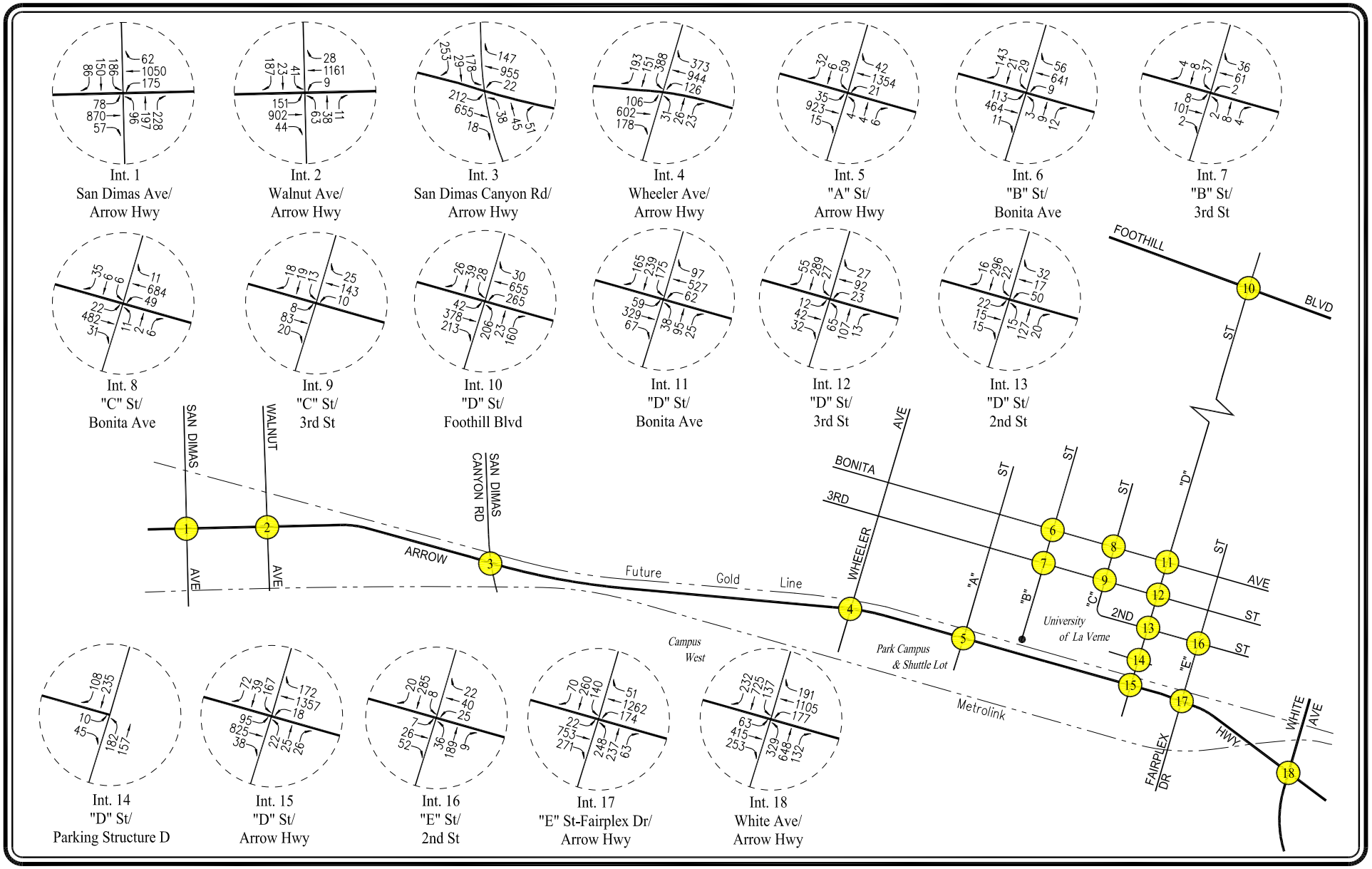

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FIGURE 9-9
FUTURE YEAR 2028 WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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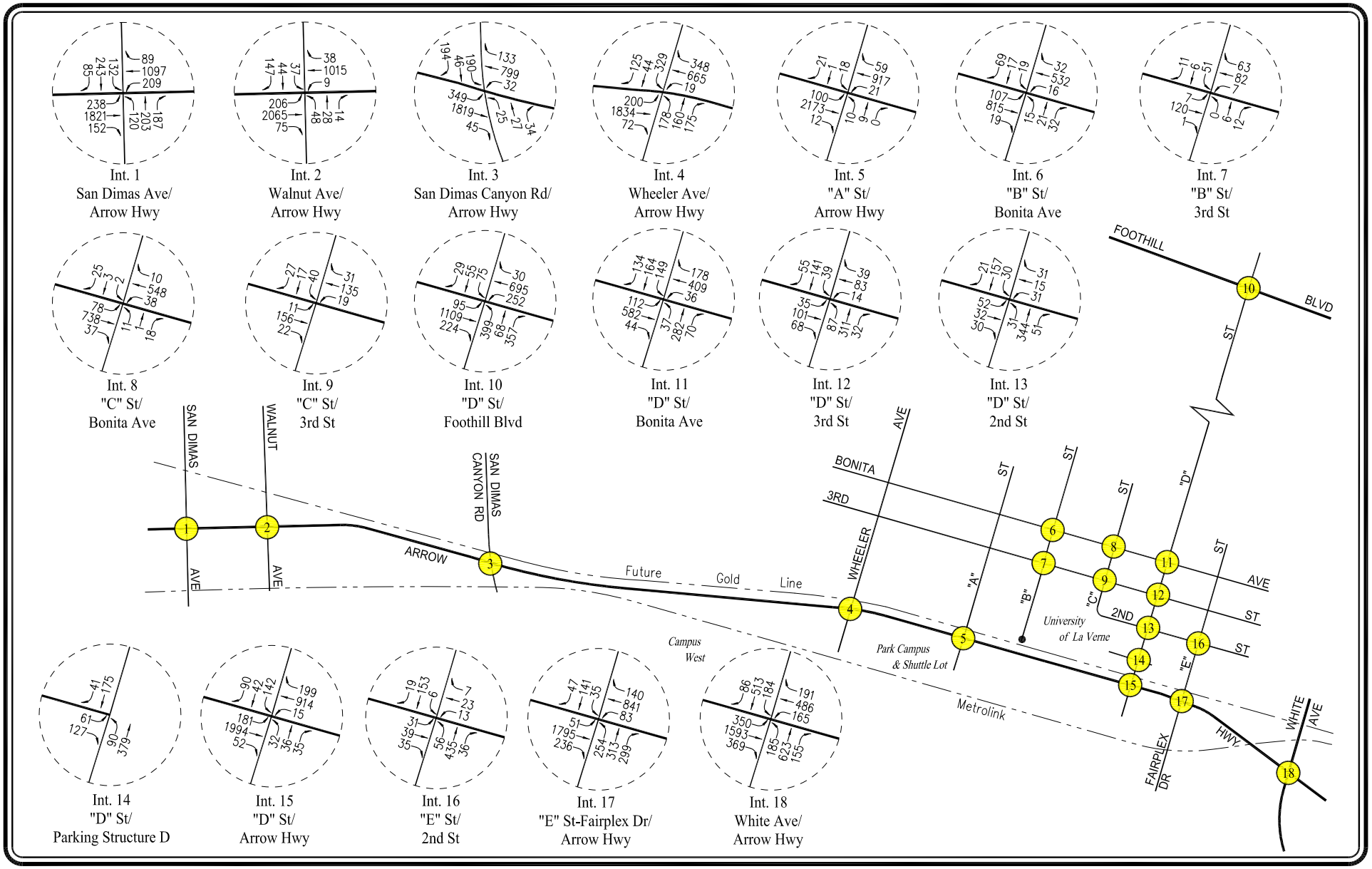

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FIGURE 9-10
FUTURE YEAR 2028 WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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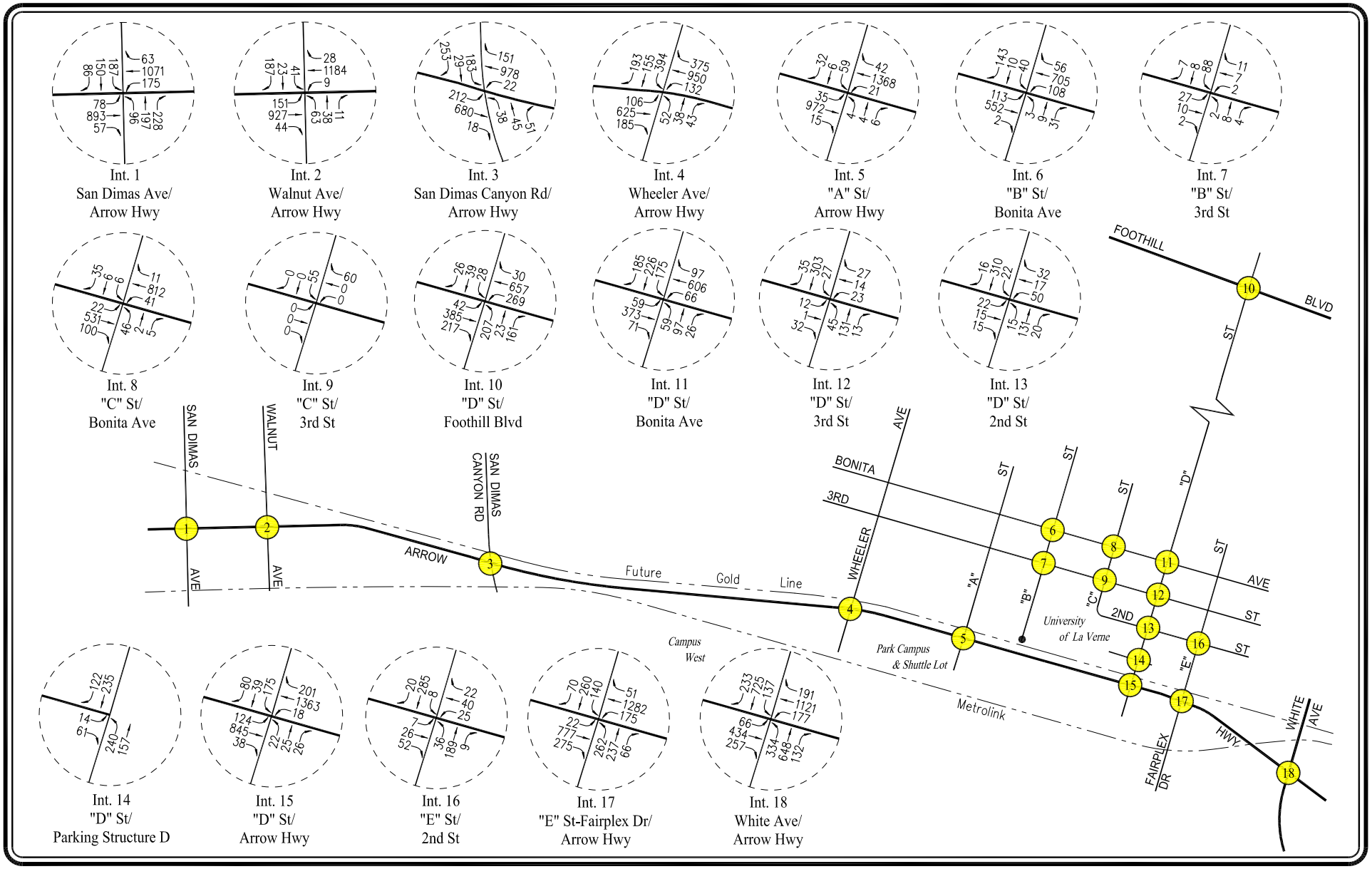

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FIGURE 9-11

FUTURE YEAR 2028 WITH PHASES I & II PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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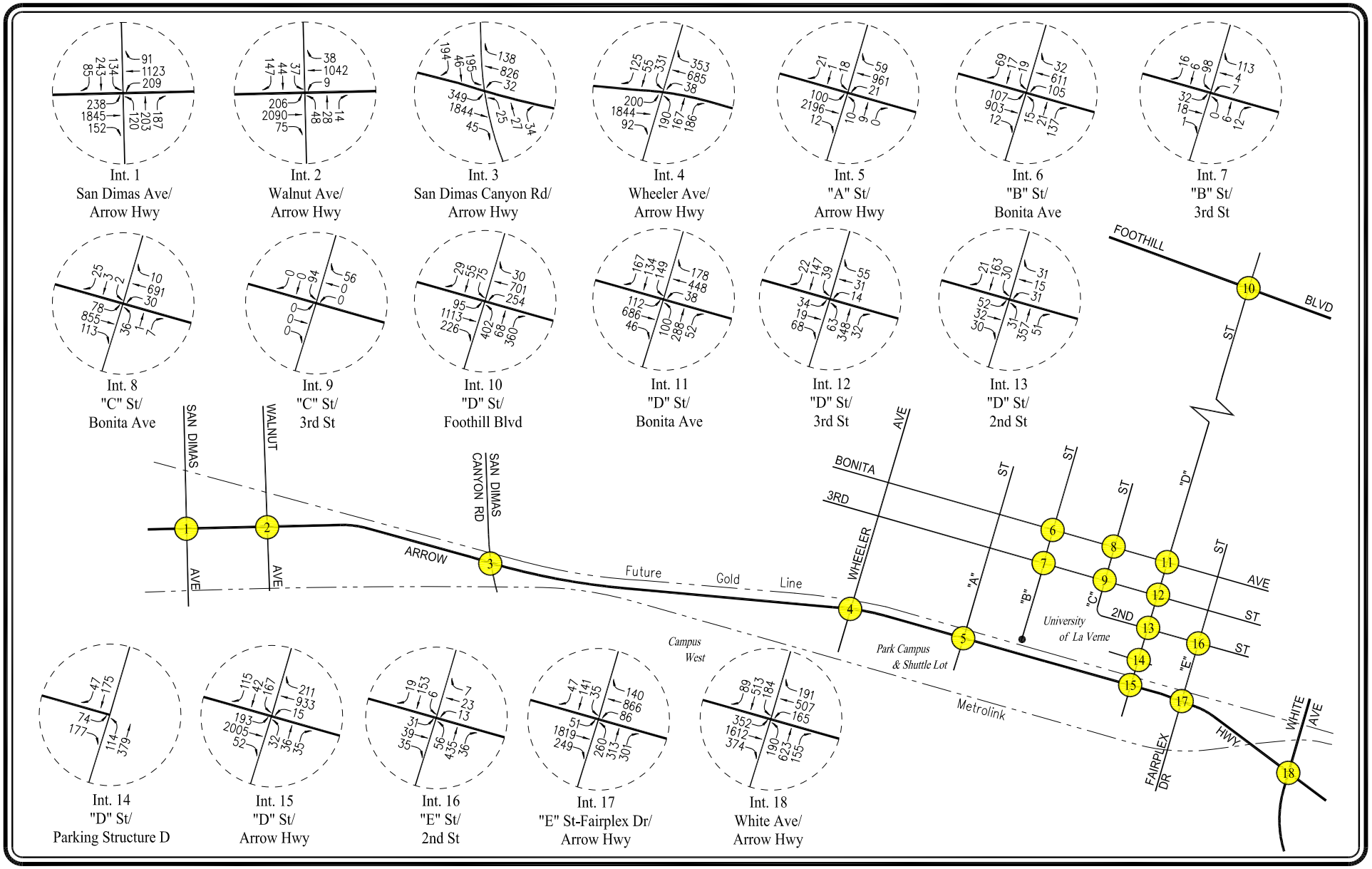

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FIGURE 9-12

FUTURE YEAR 2028 WITH PHASES I & II PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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9.3 Project Build-out (Phases I, II & III) Traffic Analysis

9.3.1 Existing Conditions

As indicated in column [1] of *Table 9-3*, 16 of the 18 study intersections are operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following two study intersections are operating at LOS F during the weekday AM and PM peak hours under existing conditions:

- Int. 5: A Street/Arrow Highway — AM Peak Hour: >50.0 sec, LOS F
PM Peak Hour: >50.0 sec, LOS F
- Int. 6: B Street/Bonita Avenue — AM Peak Hour: >50.0 sec, LOS F
PM Peak Hour: >50.0 sec, LOS F

It should be noted that at the time when the intersection turning movement traffic counts were being conducted, the B Street approaches at Bonita Avenue (Int. 6) were operated under stop-sign control. Therefore, this intersection was appropriately analyzed as an unsignalized/two-way stop-controlled intersection under existing conditions and the vehicular delays associated with the most constrained intersection approach were reported. As discussed previously, the City of La Verne is completing the installation of a new traffic signal at this intersection. As further discussed in Section 11.0, the intersection level of service operations are expected to improve upon completion of the traffic signal installation.

As mentioned previously, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are provided in *Figures 5-1* and *5-2*, respectively. The existing conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.3.2 Existing With Project Build-out (Phases I, II & III) Conditions

As shown in column [2] of *Table 9-3*, application of the City of La Verne's threshold criteria to the Existing With Project Build-out (Phases I, II & III) scenario indicates that the proposed Project Build-out is expected to result in a significant impact at one City of La Verne study intersection under its current stop-sign control operations. Incremental but not significant impacts are noted at the remaining 17 study intersections as presented in *Table 9-3*. The following study intersection is expected to be significantly impacted according to the City of La Verne's impact criteria during the peak hour shown below in the Existing With Project Build-out (Phases I, II & III) condition:

- Int. No. 6: B Street/Bonita Avenue (AM & PM Peak Hours)

The existing with Project Build-out (Phases I, II & III) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9-13*** and ***9-14***, respectively. The existing with Project Build-out (Phases I, II & III) conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

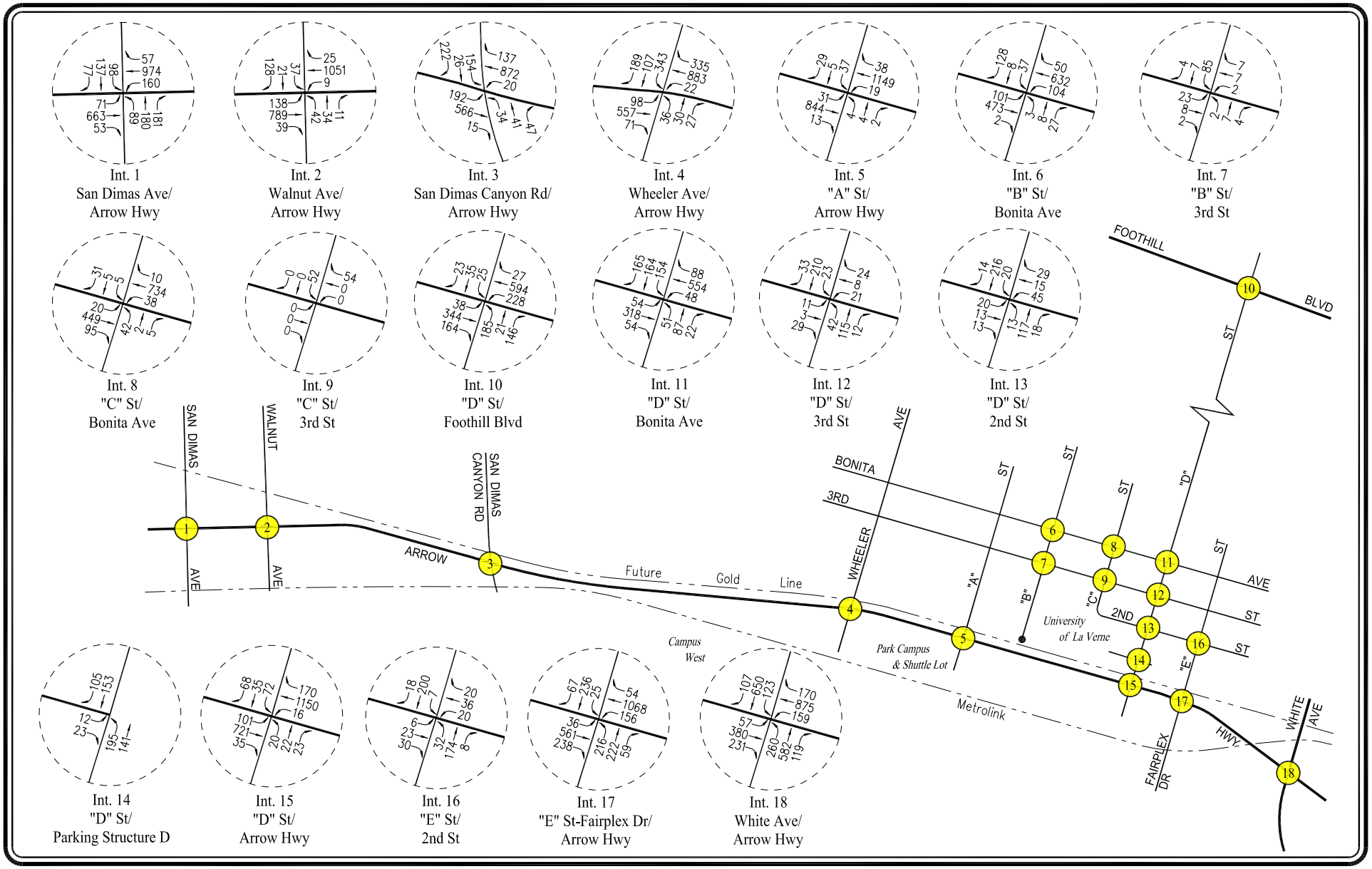

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FIGURE 9-13
EXISTING WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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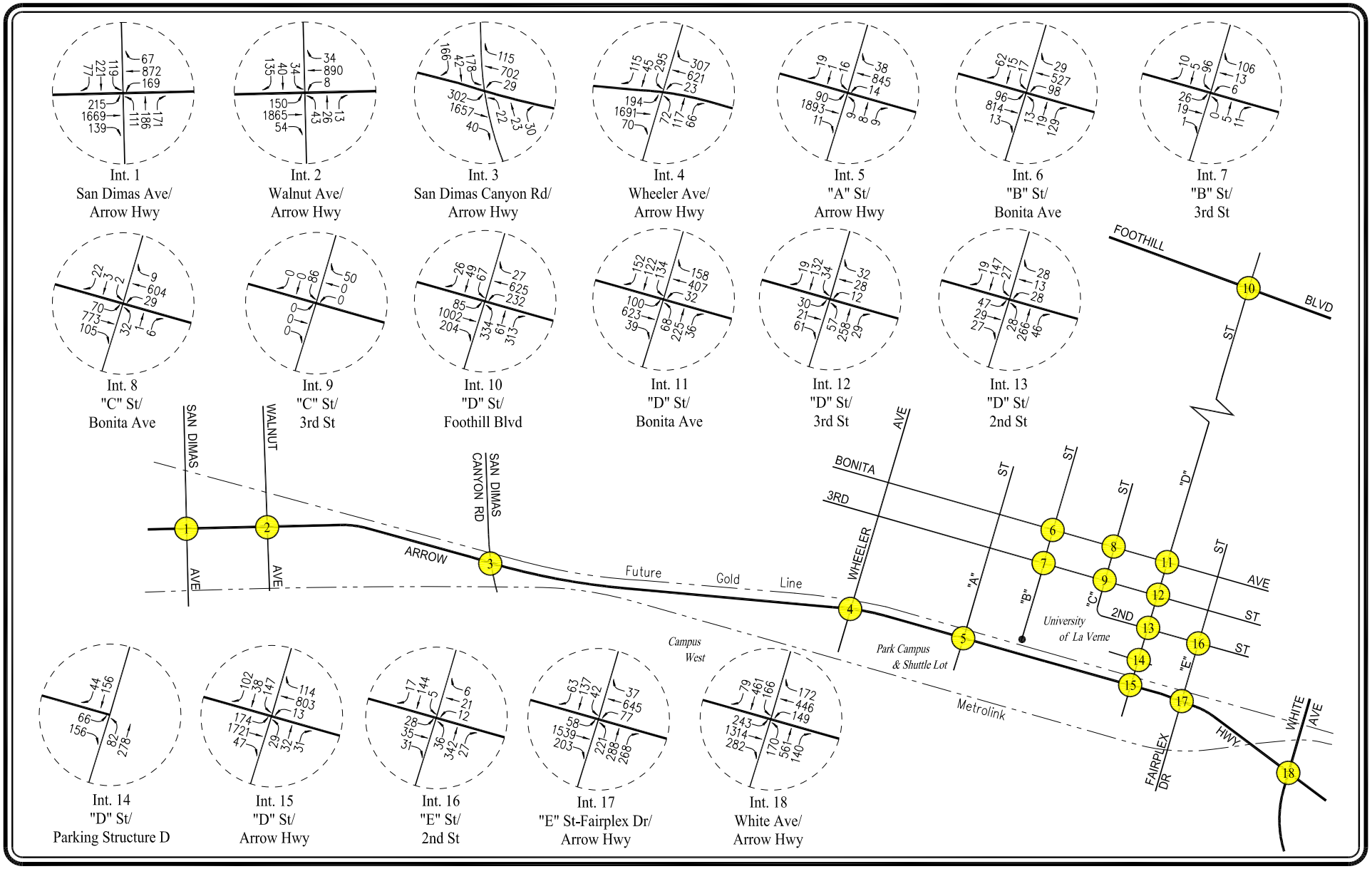

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FIGURE 9-14
EXISTING WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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9.3.3 Year 2035 Without Project Conditions

The future year 2035 without project conditions were forecast based on the addition of traffic generated by the completion and occupancy of related projects, as well as the addition of the growth in traffic due to the combined effects of continuing development, intensification of existing developments and other factors (i.e., ambient growth). The *v/c* ratios and delay values at the study intersections are incrementally increased with the addition of growth in ambient traffic and traffic generated by the related projects listed in *Table 6–1*. As presented in column [4] of *Table 9-3*, 14 of the 18 study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours with the addition of ambient traffic growth and traffic due to the related projects. The following four study intersections are expected to operate at LOS E or F during the weekday AM and/or PM peak hour with the addition of ambient traffic growth and traffic due to the related projects:

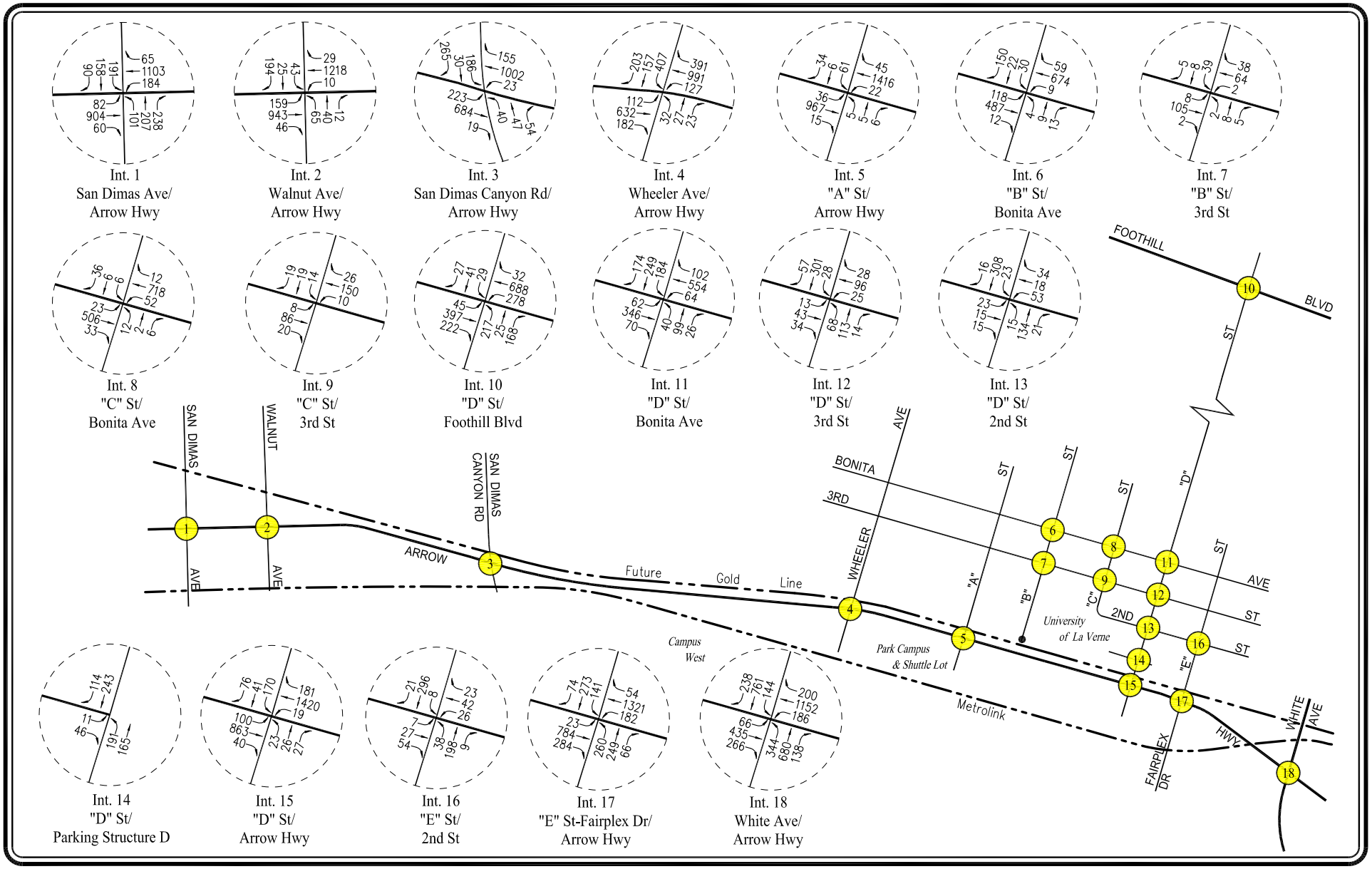
- Int. 5: A Street/Arrow Highway — AM Peak Hour: Delay >50.0 sec, LOS F
PM Peak Hour: Delay >50.0 sec, LOS F
- Int. 8: C Street/Bonita Avenue — AM Peak Hour: Delay >50.0 sec, LOS F
PM Peak Hour: Delay >50.0 sec, LOS F
- Int. 11: D Street/Bonita Avenue — PM Peak Hour: *v/c* = 0.919, LOS E
- Int. 18: White Avenue/Arrow Highway — AM Peak Hour: *v/c* = 0.950, LOS E
PM Peak Hour: *v/c* = 1.013, LOS F

As discussed previously, the City of La Verne is completing the installation of a new traffic signal at the B Street/Bonita Avenue intersection (Int. 6). Therefore, this intersection is appropriately analyzed using the signalized ICU method in the year 2035 conditions. As shown in *Table 9-3*, the B Street/Bonita Avenue intersection is expected to improve to LOS C during the AM and PM peak hours in the future year 2035 without project conditions.

The future year 2035 without project (existing, ambient growth to year 2035 and related projects) traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 9–15*** and ***9–16***, respectively. The future year 2035 without project conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.

9.3.4 Year 2035 With Project Build-out (Phases I, II & III) Conditions

In order to determine the operating conditions of the street system under the year 2035 with Project Build-out (Phases I, II & III) conditions, traffic expected to be generated by the proposed Project Build-out was added to the year 2035 without project conditions. As shown in column [5] of *Table 9–3*, application of the City of La Verne's significance criteria to the Year 2035 With Project Build-out (Phases I, II & III) scenario indicates that the proposed Project Build-out is expected to result in significant impacts at three of the 18 study intersections. Incremental, but not significant, impacts are noted at the remaining 15 study intersections as presented in *Table 9-3*. The three study



NOT TO SCALE

FIGURE 9-15
FUTURE YEAR 2035 WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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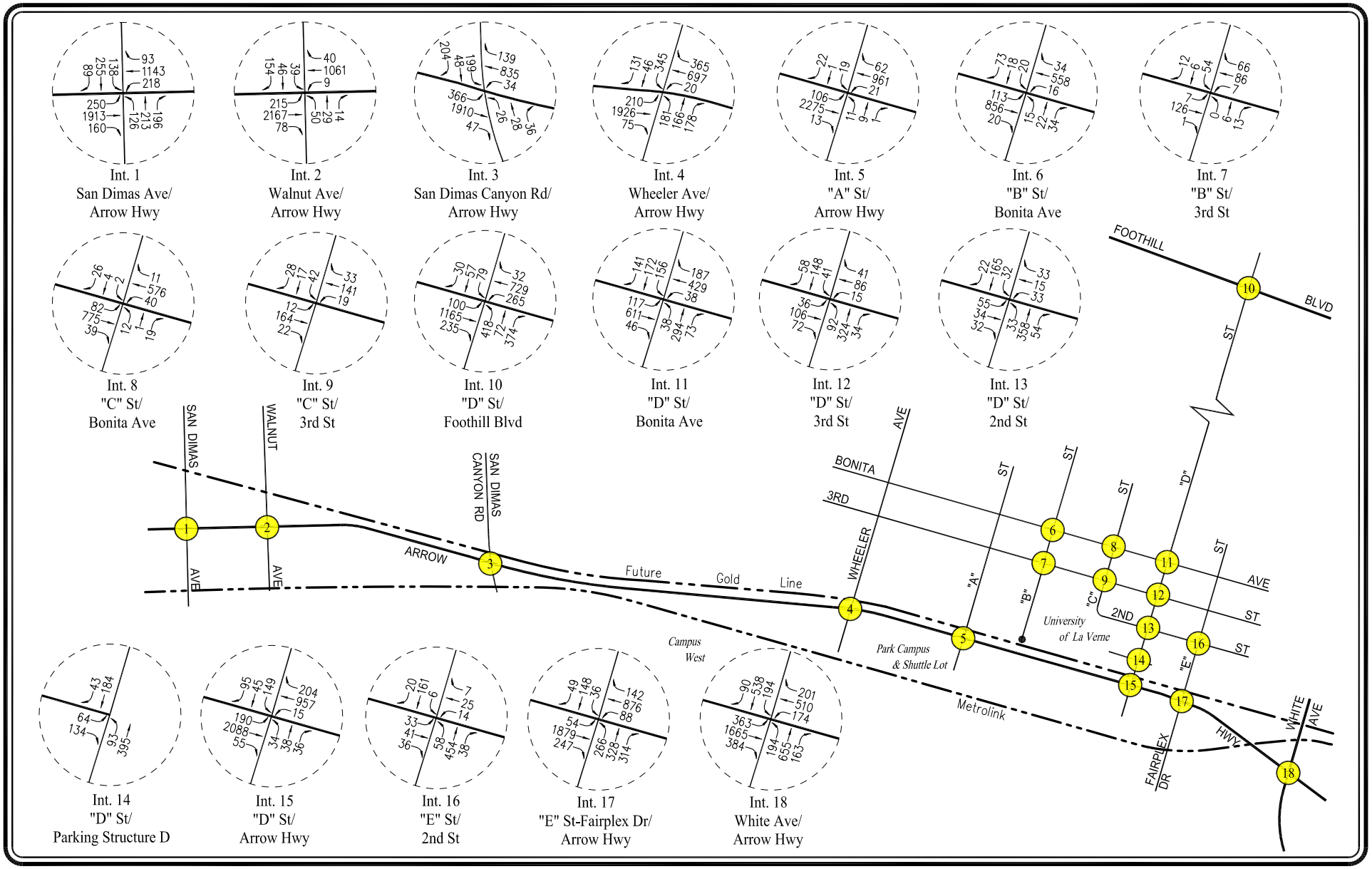

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FIGURE 9-16
FUTURE YEAR 2035 WITHOUT PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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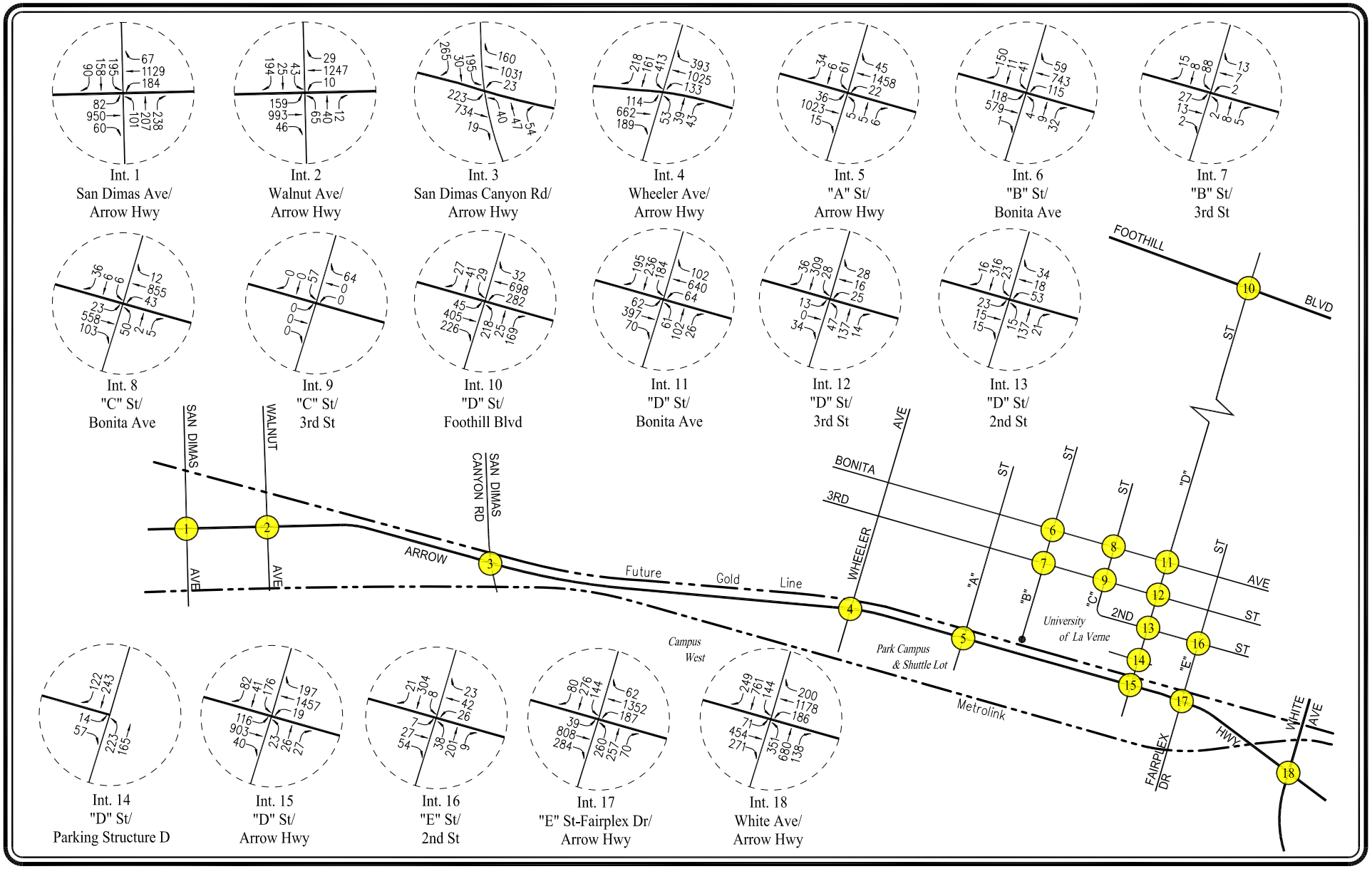
intersections anticipated to be significantly impacted during the AM and/or PM peak hours in the Year 2028 With Project Build-out (Phases I, II & III) condition are as follows:

- Int. No. 5: A Street/Arrow Highway (AM Peak Hour)
- Int. No. 11: D Street/Bonita Avenue (PM Peak Hour)
- Int. No. 17: E Street-Fairplex Drive/Arrow Highway (PM Peak Hour)

The future year 2035 with Build-out Project (existing, ambient growth, related projects and Phases I, II & III project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–17*** and ***9–18***, respectively. The future year 2035 with Project Build-out (Phases I, II & III) conditions ICU and HCM data worksheets for the study intersections during the weekday AM and PM peak hours are contained in *Appendix C-1*.



NOT TO SCALE

FIGURE 9-17

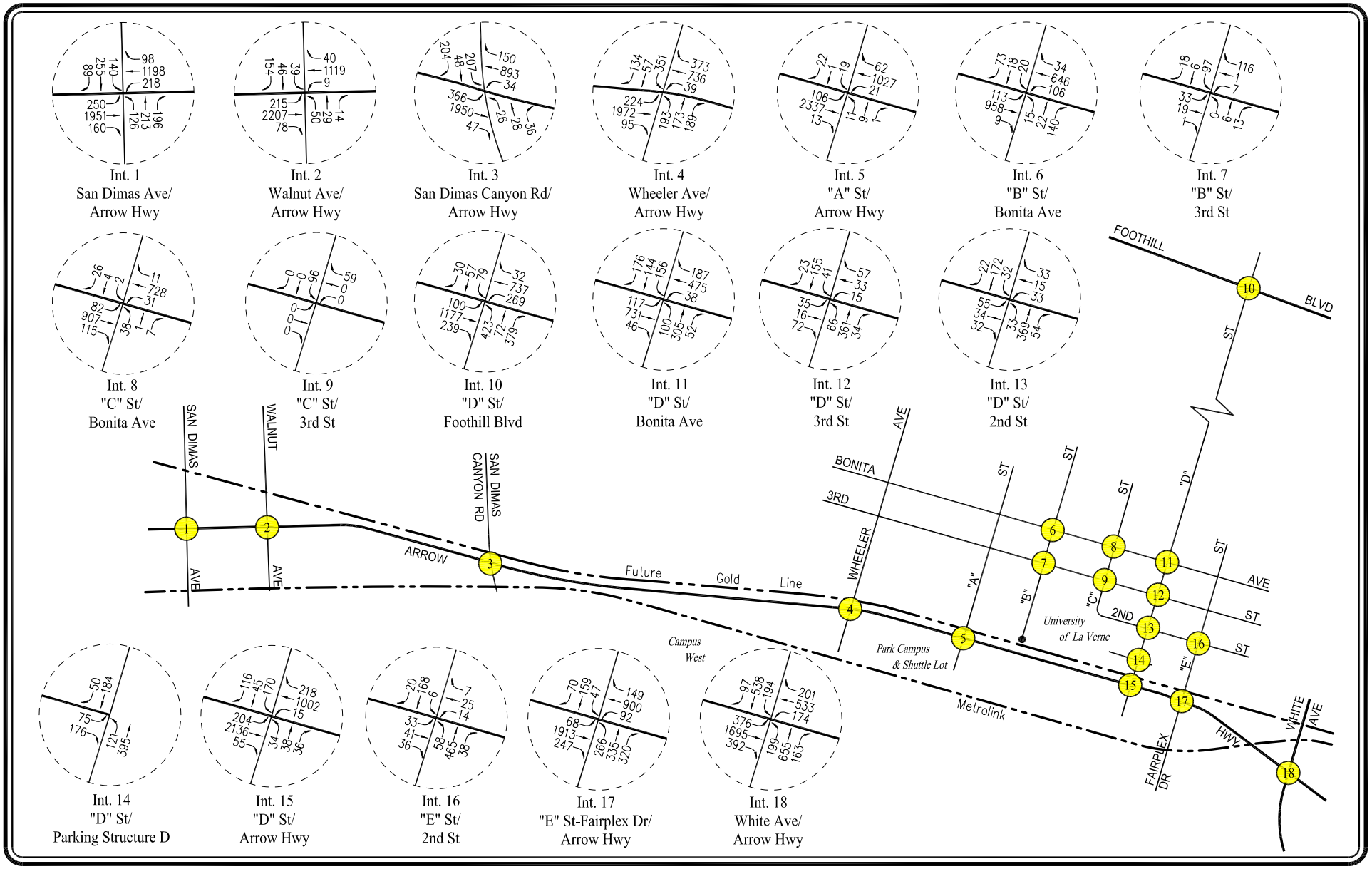
FUTURE YEAR 2035 WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

o:\job_file\4176\dwg\f9-17.dwg LDP 14:19:17 10/03/2016 turney



NOT TO SCALE

FIGURE 9-18

FUTURE YEAR 2035 WITH PROJECT BUILD-OUT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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10.0 CITY OF SAN DIMAS TRAFFIC ANALYSIS

As discussed previously, a supplemental analysis was prepared using the City of San Dimas ICU method for the three study intersections located wholly or partially within the City of San Dimas. The traffic impact analysis prepared for the City of San Dimas study intersections using the ICU methodology and application of the City of San Dimas significant traffic impact criteria is summarized in ***Table 10-1*** for the Phase I project condition, ***Table 10-2*** for the Phases I & II project condition, and ***Table 10-3*** for Project Build-out (Phases I, II & III) condition. The corresponding weekday AM and PM peak hour ICU data worksheets are contained in *Appendix C-2*.

10.1 Phase I Project Traffic Analysis

10.1.1 Existing Conditions

As indicated in column [1] of *Table 10-1*, all three City of San Dimas study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

10.1.2 Year 2021 With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors, were assumed to be 1.60% per year through year 2021. This ambient growth incrementally increases the *v/c* ratios at the City of San Dimas study intersections. As presented in column [2] of *Table 10-1*, all three study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours. The Year 2021 With Ambient Growth conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

10.1.3 Year 2021 With Phase I Project Conditions

As presented in column [3] of *Table 10-1*, application of the City of San Dimas' threshold criteria to the Year 2021 With Phase I Project scenario indicates that the proposed Phase I Project is not expected to create significant impacts at any of the three study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts due to the proposed Phase I project, no traffic mitigation measures are required for the study intersections under the "Year 2021 With Phase I Project" conditions. The Year 2021 With Phase I Project conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

Table 10-1
CITY OF SAN DIMAS SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Phase I

				[1]		[2]		[3]				[4]				[5]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C	LOS [a]	YEAR 2021 W/ AMBIENT GROWTH V/C	LOS [a]	YEAR 2021 W/ PROPOSED PROJECT V/C	LOS [a]	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b]	YEAR 2021 W/ PROJECT MITIGATION V/C	LOS [a]	CHANGE V/C [(4)-(2)]	MITI-GATED	YEAR 2021 W/ PROJECT & REL. PROJECTS V/C	LOS [a]	CHANGE V/C [(5)-(2)]	SIGNIF. IMPACT [b]
1	San Dimas Avenue/	Signalized	AM	0.525	A	0.561	A	0.565	A	0.004	No	0.565	A	0.004	---	0.575	A	0.014	No
	Arrow Highway		PM	0.764	C	0.819	D	0.823	D	0.004	No	0.823	D	0.004	---	0.831	D	0.012	No
2	Walnut Avenue/	Signalized	AM	0.547	A	0.584	A	0.588	A	0.004	No	0.588	A	0.004	---	0.594	A	0.010	No
	Arrow Highway		PM	0.654	B	0.700	B	0.705	C	0.005	No	0.705	C	0.005	---	0.711	C	0.011	No
3	San Dimas Canyon Road/	Signalized	AM	0.583	A	0.623	B	0.628	B	0.005	No	0.628	B	0.005	---	0.636	B	0.013	No
	Arrow Highway		PM	0.603	B	0.644	B	0.651	B	0.007	No	0.651	B	0.007	---	0.665	B	0.021	No

[a] Level of Service (LOS) is based on the reported ICU value for the signalized intersection.
[b] According to the County of Los Angeles Department of Public Works' *Traffic Impact Analysis Report Guidelines* , January 1, 1997, Page 6: an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

Level of Service	Pre-Project V/C	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E/F	> 0.900	equal to or greater than 0.010

Table 10-2
CITY OF SAN DIMAS SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Phases I & II

				[1]		[2]		[3]				[4]				[5]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C	LOS [a]	YEAR 2028 W/ AMBIENT GROWTH V/C	LOS [a]	YEAR 2028 W/ PROPOSED PROJECT V/C	LOS [a]	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b]	YEAR 2028 W/ PROJECT MITIGATION V/C	LOS [a]	CHANGE V/C [(4)-(2)]	MITI-GATED	YEAR 2028 W/ PROJECT & REL. PROJECTS V/C	LOS [a]	CHANGE V/C [(5)-(2)]	SIGNIF. IMPACT [b]
1	San Dimas Avenue/	Signalized	AM	0.525	A	0.574	A	0.580	A	0.006	No	0.580	A	0.006	---	0.667	B	0.093	No
	Arrow Highway		PM	0.764	C	0.841	D	0.848	D	0.007	No	0.848	D	0.007	---	0.857	D	0.016	No
2	Walnut Avenue/	Signalized	AM	0.547	A	0.599	A	0.603	B	0.004	No	0.603	B	0.004	---	0.643	B	0.044	No
	Arrow Highway		PM	0.654	B	0.719	C	0.724	C	0.005	No	0.724	C	0.005	---	0.729	C	0.010	No
3	San Dimas Canyon Road/	Signalized	AM	0.583	A	0.639	B	0.645	B	0.006	No	0.645	B	0.006	---	0.650	B	0.011	No
	Arrow Highway		PM	0.603	B	0.661	B	0.669	B	0.008	No	0.669	B	0.008	---	0.679	B	0.018	No

[a] Level of Service (LOS) is based on the reported ICU value for the signalized intersection.
[b] According to the County of Los Angeles Department of Public Works' *Traffic Impact Analysis Report Guidelines* , January 1, 1997, Page 6: an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

Level of Service	Pre-Project V/C	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E/F	> 0.900	equal to or greater than 0.010

Table 10-3
CITY OF SAN DIMAS SUMMARY OF VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE
WEEKDAY AM AND PM PEAK HOURS
Full Build-out (Phases I, II & III)

				[1]		[2]		[3]				[4]				[5]			
NO.	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	YEAR 2016 EXISTING V/C	LOS [a]	YEAR 2035 W/ AMBIENT GROWTH V/C	LOS [a]	YEAR 2035 W/ PROPOSED PROJECT V/C	LOS [a]	CHANGE V/C [(3)-(2)]	SIGNIF. IMPACT [b]	YEAR 2035 W/ PROJECT MITIGATION V/C	LOS [a]	CHANGE V/C [(4)-(2)]	MITI-GATED	YEAR 2035 W/ PROJECT & REL. PROJECTS V/C	LOS [a]	CHANGE V/C [(5)-(2)]	SIGNIF. IMPACT [b]
1	San Dimas Avenue/	Signalized	AM	0.525	A	0.598	A	0.606	B	0.008	No	0.606	B	0.008	---	0.696	B	0.098	No
	Arrow Highway		PM	0.764	C	0.878	D	0.887	D	0.009	No	0.887	D	0.009	---	0.897	D	0.019	No
2	Walnut Avenue/	Signalized	AM	0.547	A	0.624	B	0.630	B	0.006	No	0.630	B	0.006	---	0.670	B	0.046	No
	Arrow Highway		PM	0.654	B	0.749	C	0.757	C	0.008	No	0.757	C	0.008	---	0.762	C	0.013	No
3	San Dimas Canyon Road/	Signalized	AM	0.583	A	0.666	B	0.673	B	0.007	No	0.673	B	0.007	---	0.678	B	0.012	No
	Arrow Highway		PM	0.603	B	0.689	B	0.703	C	0.014	No	0.703	C	0.014	---	0.715	C	0.026	No

[a] Level of Service (LOS) is based on the reported ICU value for the signalized intersection.
[b] According to the County of Los Angeles Department of Public Works' *Traffic Impact Analysis Report Guidelines*, January 1, 1997, Page 6: an impact is considered significant if the project related increase in the volume-to-capacity ratio (v/c) equals or exceeds the thresholds shown below:

Level of Service	Pre-Project V/C	Project-Related Increase in V/C
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E/F	> 0.900	equal to or greater than 0.010

10.1.4 Year 2021 Cumulative Conditions

The *v/c* ratios at the City of San Dimas study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 6-1*, with the exception of the Metro Gold Line Foothill Extension project which is not expected to be completed and operational by year 2021. As shown in Column [5] of *Table 10-1*, the addition of growth in ambient traffic, Phase I project traffic, and related projects traffic is not expected to result in a significant cumulative impact at any of the City of San Dimas study intersections under the future year 2021 cumulative with Phase I project conditions. The Year 2021 Cumulative With Phase I Project (existing, ambient growth, Phase I project, and related projects) ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

10.2 Phases I & II Project Traffic Analysis

10.2.1 Existing Conditions

As indicated in column [1] of *Table 10-2*, all three City of San Dimas study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

10.2.2 Year 2028 With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors, were assumed to be 0.92% per year through year 2028. This ambient growth incrementally increases the *v/c* ratios at the City of San Dimas study intersections. As presented in column [2] of *Table 10-2*, all three study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours. The Year 2028 With Ambient Growth conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

10.2.3 Year 2028 With Phases I & II Project Conditions

As presented in column [3] of *Table 10-2*, application of the City of San Dimas' threshold criteria to the Year 2028 With Phases I & II Project scenario indicates that the proposed Phases I & II Project is not expected to create significant impacts at any of the three study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts due to the proposed Phases I & II project, no traffic mitigation measures are required for the study intersections under the "Year 2028 With Phases I & II Project" conditions. The Year 2028 With Phases I & II Project conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

10.2.4 Year 2028 Cumulative Conditions

The *v/c* ratios at the City of San Dimas study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 6-1*. As shown in Column [5] of *Table 10-2*, the addition of growth in ambient traffic, Phases I & II project traffic, and related projects traffic is not expected to result in a significant cumulative impact at any of the City of San Dimas study intersections under the future year 2028 cumulative with Phases I & II project conditions. The Year 2028 Cumulative With Phases I & II Project (existing, ambient growth, Phases I & II project, and related projects) ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

10.3 Project Build-out (Phases I, II & III) Traffic Analysis

10.3.1 Existing Conditions

As indicated in column [1] of *Table 10-3*, all three City of San Dimas study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The existing conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*. As previously mentioned, the existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5-1* and *5-2*, respectively.

10.3.2 Year 2035 With Ambient Growth Conditions

Growth in traffic due to the combined effects of continuing development, intensification of existing development, and other factors, were assumed to be 0.84% per year through year 2035. This ambient growth incrementally increases the *v/c* ratios at the City of San Dimas study intersections. As presented in column [2] of *Table 10-3*, all three study intersections are expected to continue operating at LOS D or better during the weekday AM and PM peak hours. The Year 2035 With Ambient Growth conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

10.3.3 Year 2035 With Project Build-out (Phases I, II & III) Conditions

As presented in column [3] of *Table 10-3*, application of the City of San Dimas' threshold criteria to the Year 2035 With Project Build-out (Phases I, II & III) scenario indicates that the proposed Project Build-out is not expected to create significant impacts at any of the three study intersections. Incremental, but not significant, impacts are noted at the study intersections. Because there are no significant impacts due to the proposed Project Build-out, no traffic mitigation measures are required for the study intersections under the "Year 2035 With Project Build-out (Phases I, II & III)" conditions. The Year 2035 With Project Build-out (Phases I, II & III) conditions ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

10.3.4 Year 2035 Cumulative Conditions

The *v/c* ratios at the City of San Dimas study intersections are incrementally increased with the addition of traffic generated by the related projects listed in *Table 6-1*. As shown in Column [5] of *Table 10-3*, the addition of growth in ambient traffic, Project Build-out (Phases I, II & III) traffic, and related projects traffic is not expected to result in a significant cumulative impact at any of the City of San Dimas study intersections under the future year 2035 cumulative with Project Build-out conditions. The Year 2035 Cumulative With Project Build-out (existing, ambient growth, Phases I, II & III project, and related projects) ICU data worksheets for the City of San Dimas study intersections during the weekday AM and PM peak hours are contained in *Appendix C-2*.

11.0 TRANSPORTATION IMPROVEMENT MEASURES

Based on the traffic analyses summarized in Sections 9.0 and 10.0, it was determined that the proposed project is expected to result in significant traffic impacts at the following City of La Verne study intersections. No significant project or cumulative project traffic impacts were identified at the City of San Dimas study intersections.

- Phase I Project

  Int. No. 6: B Street/Bonita Avenue (Existing with Project Impact Only)

- Phases I & II Project

  Int. No. 6: B Street/Bonita Avenue (Existing with Project Impact Only)

  Int. No. 11: D Street/Bonita Avenue (Year 2028 with Project Impact Only)

- Project Build-out (Phases I, II & III)

  Int. No. 5: A Street/Arrow Highway (Year 2035 with Project Impact Only)

  Int. No. 6: B Street/Bonita Avenue (Existing with Project Impact Only)

  Int. No. 11: D Street/Bonita Avenue (Year 2035 with Project Impact Only)

  Int. No. 17: E Street-Fairplex Drive/Arrow Highway (Year 2035 with Project Impact Only)

The following paragraphs provide an overview of transportation improvement measures that are anticipated to reduce the project's traffic impacts to less than significant levels. Transportation mitigation measures typically consist of improvements such as intersection restriping and/or roadway widening to accommodate additional travel lanes, traffic signal installations/modifications, transportation demand management measures aimed at reducing overall trip generation, and enhancements to overall traffic signal coordination systems.

Intersection No. 5: A Street/Arrow Highway

This intersection is expected to be significantly impacted by the proposed project under the Year 2035 Project Build-out (Phases I, II & III) condition (AM peak hour impact). No significant project impacts were identified under the first two phases of project development. As stated in the traffic signal warrant guidelines (refer to the traffic signal warrant analysis worksheets in *Appendix D*), the minimum traffic volume threshold to meet the peak hour volume warrant for a minor street approach with one travel lane is 100 vehicles per hour (vph). The total traffic volumes in the year 2035 conditions on the southbound A Street approach (representing the higher approach of the minor street) are forecast to only total 101 vehicles during the AM peak hour and 42 vehicles during the PM peak hour. As such, the peak hour volume warrant is just marginally satisfied during the AM peak hour. Furthermore, it is noted that while the proposed project is anticipated to result in some added traffic along the Arrow Highway corridor (i.e., via eastbound and westbound through movements), it is not expected to contribute any peak hour traffic volume to the subject minor street

approaches. Therefore, the minimum traffic volume threshold of 100 vph is forecast to be marginally met in the year 2035 conditions, with or without the proposed project traffic.

Currently, one railroad track (for freight use) traverses across the north leg of the A Street/Arrow Highway intersection in an east-west direction. As part of the Metro Foothill Gold Line Extension project, two additional tracks will be added in order to accommodate one eastbound Gold Line train and one westbound Gold Line train. As the Metro Foothill Gold Line Extension project is currently under advanced conceptual engineering stage, final approved plans are not available at this time.

In consideration of the above, the recommended project mitigation for this intersection consists of restriping the southbound A Street approach from one shared left/through/right-turn lane to one shared left/through lane and one right-turn only lane. Adequate curb-to-curb width exists to accommodate this restriping measure. This measure is expected to reduce the project's significant traffic impact during the AM peak hour to less than significant levels.

From a timing perspective, since the significant traffic impact at the A Street/Arrow Highway intersection is not expected to occur until the year 2035 conditions (i.e., well after the Foothill Gold Line Extension project is proposed to be completed), it is recommended that the University of La Verne continue to coordinate with the City and Metro regarding the final rail line/track design and alignment at this location to determine if the recommended restriping measure can be integrated into Metro's overall design. Furthermore, although the peak hour volume warrant appears to be met in the 2035 conditions (just marginally), it is recommended that additional traffic signal warrant analyses be prepared by Metro and/or the City of La Verne in accordance to MUTCD guidelines (e.g., eight-hour vehicular volume warrant, four-hour vehicular volume warrant, etc.) to determine if other signal warrants are met prior to making a final decision regarding any traffic signal installation.

Should the recommended mitigation measure not be reviewed and approved by the City of La Verne (due to potential unknown elements associated with Metro's design), a substitute measure of equal or greater effectiveness would need to be determined. In the event that the proposed mitigation measure is not approved and a substitute measure is not feasible, the impact would remain significant and unavoidable in the Year 2035 Project Build-out (Phases I, II & III) conditions.

<u>Intersection No. 6: B Street/Bonita Avenue</u>

As analyzed under the current two-way stop-control operations, the intersection of B Street and Bonita Avenue is expected to be significantly impacted by the proposed project during the AM peak hour under the Existing With Phase I Project conditions. In addition, this intersection is also expected to be significantly impacted during both the AM and PM peak hours under the Existing With Phases I & II Project and Existing With Project Build-out (Phases I, II & III) conditions. As stated previously, the City of La Verne is currently completing the installation of a traffic signal at this location. As shown in *Tables 9-1*, *9-2*, and *9-3*, with the near-term completion of the traffic signal installation, this intersection is forecast to operate at LOS C or better during all existing with project conditions. Therefore, the traffic signal which will be operational shortly, is expected to reduce all existing with project impacts to less than significant levels.

Additionally, as shown in *Tables 9-1*, *9-2*, and *9-3*, this intersection is forecast to operate at acceptable conditions (i.e., LOS D or better) under all future year 2021, 2028, and 2035 analysis conditions. As no significant project impacts are identified under any of the future year 2021, 2028, and 2035 with project conditions, no additional mitigation measures are required or recommended at this intersection.

Intersection No. 11: D Street/Bonita Avenue

The D Street/Bonita Avenue intersection is expected to be significantly impacted by the proposed project during the PM peak hour under the Year 2028 With Phases I & II Project and Year 2035 With Project Build-out (Phases I, II & III) conditions. No significant project impact was identified under the Year 2021 With Phase I Project conditions.

It should be noted that the traffic study prepared for the Old Town La Verne Specific Plan EIR project also identified a significant impact at this location. The mitigation measures previously considered included restriping the northbound D Street approach to provide a northbound right-turn lane and restriping the westbound Bonita Avenue approach to provide a westbound right-turn lane. As described in the Old Town La Verne Specific Plan EIR traffic study, these measures would require the removal of approximately eight on-street parking spaces. Therefore, the City of La Verne ultimately determined that these measures were not acceptable because of the resulting secondary impacts related to the loss of on-street parking.

Another option for potential mitigation measure consists of the installation of an eastbound right-turn only lane. The existing eastbound combination through/right-turn lane is approximately 20 feet in width. While this does not provide the ideal width for a separate right-turn lane (e.g., 12 feet in width) it can be considered. However, it is noted that the resultant right-turn only lane would only be 40 feet in length (adjacent to the existing red curb) due to the existing driveway which is located on the south side of the Bonita Avenue just west of D Street.

While it has been determined from a calculation standpoint that the combination of all three measures (i.e., providing separate northbound, eastbound, and westbound right-turn only lanes), if approved by the City, would reduce the significant Year 2028 With Phases I & II project PM peak hour impact to a less than significant level, these measures did not fully reduce the Year 2035 With Project Build-out PM peak hour impact to a less than significant level. No other mitigation measures have been determined to be feasible without the acquisition of additional right-of-way which currently does not exist. Therefore, for the above reasons, the project's significant PM peak hour impacts in the Year 2028 and Year 2035 conditions will remain significant and unavoidable. It is noted that the Old Town La Verne Specific Plan traffic study also concluded a significant and unavoidable traffic impact at this intersection.

Intersection No. 17: E Street-Fairplex Drive/Arrow Highway

This intersection is expected to be significantly impacted by the proposed project under the Year 2035 Project Build-out (Phases I, II & III) condition (PM peak hour impact). No significant project impacts were identified under the first two phases of project development.

It should be noted that the traffic study prepared for the Old Town La Verne Specific Plan EIR project also identified a significant impact at this location. The mitigation measure previously considered included restriping the southbound E Street approach to provide a southbound right-turn lane. The resultant lane configuration on the southbound E Street approach at Arrow Highway would be one left-turn lane, one through lane, and one right-turn only lane. A review of this previous measure was undertaken to determine if adequate curb-to-curb width exists to accommodate this measure. This measure was determined to be feasible and is also expected to reduce the significant traffic impact during the Year 2035 Project Build-out condition to a less than significant level. Therefore, this measure is recommended.

From a timing perspective, since the significant traffic impact at the E Street-Fairplex Drive/Arrow Highway intersection is not expected to occur until the year 2035 conditions (i.e., well after the Foothill Gold Line Extension project is proposed to be completed), it is recommended that the University of La Verne continue to coordinate with the City and Metro regarding the final rail line/track design and alignment at this location to determine if the recommended restriping measure can be integrated into Metro's overall design. Furthermore, as Phase III of the proposed project involves the demolition of the surface parking lot and Oaks Dormitories and the construction of a future parking structure at the northwest corner of this intersection, coordination between the University of La Verne, City of La Verne, and Metro is also recommended.

12.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, October 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00); if the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

12.1 Intersections

The following CMP intersection monitoring locations in the project vicinity have been identified based on the corresponding forecast assignment of Project Build-out (Phases I, II & III) trips during the AM and PM peak hours as summarized in ***Table 12-1***.

No. 29	E Street/Arrow Highway
No. 132	San Dimas Avenue/Arrow Highway

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the weekday AM or PM peak hours. As shown in *Table 12-1*, the proposed project build-out is anticipated to add more than 50 trips at the identified CMP intersections during the AM and/or PM peak hours. A review of potential impacts at the two CMP monitoring intersections has been prepared.

The review of potential impacts at the two CMP monitoring intersections is based on the overall analysis prepared for the proposed project and application of the CMP threshold criteria. As shown in the traffic impact analysis summarized in *Table 9-3*, CMP Station No. 29: E Street/Arrow Highway (also referred to as study intersection No. 17) is forecast to operate at LOS D during the AM peak hour and LOS E during the PM peak hour under the Year 2035 With Project Build-out conditions. Furthermore, CMP Station No. 132: San Dimas Avenue/Arrow Highway (also referred

Table 12-1
CMP TRAFFIC IMPACT ASSESSMENT [1]

CMP STATION	LOCATION	PEAK HOUR	PROJECT BUILD-OUT (PHASES I, II & III)		
			FORECAST PROJECT TRIPS	CMP TRAFFIC IMPACT ASSESSMENT THRESHOLD	CMP TRAFFIC IMPACT ASSESSMENT REQUIRED?
No. 29	E Street/Arrow Highway	AM	108	50	Required
	(Study Intersection No. 17)	PM	139	50	Required
No. 132	San Dimas Avenue/Arrow Highway	AM	78	50	Required
	(Study Intersection No. 1)	PM	100	50	Required

[1] Based on procedures outlined in the "2010 Congestion Management Program", County of Los Angeles Metropolitan Transportation Authority, October 2010.

to as study intersection No. 1) is forecast to operate at LOS B during the AM peak hour and LOS D during the PM peak hour under the Year 2035 With Project Build-out conditions. Since neither of these CMP study intersections are forecast to operate at LOS F conditions, application of the CMP threshold criteria indicates that the proposed project build-out will not result in any significant CMP impacts at these two study intersections. Furthermore, an additional review of other CMP intersection monitoring locations further away from the project was conducted (e.g., CMP Station No. 124: Garey Avenue/Arrow Highway in the City of Pomona). It is determined that the proposed project build-out will not add 50 or more trips, during the AM or PM peak hours at any of the other CMP monitoring intersections, which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

12.2 Freeways

The following CMP freeway monitoring locations in the project vicinity have been identified:

- CMP Station — Location

  Seg. No. 1020 — Interstate 10 at Dudley Street

  Seg. No. 1063 — Route 210 at San Dimas Avenue

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the weekday AM or PM peak hours. The proposed project will not add 150 or more trips (in either direction) during either the weekday AM or PM peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

12.3 Transit Impact Review

As required by the *2010 Congestion Management Program*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.3 herein, existing transit service is provided in the vicinity of the proposed project.

The project build-out trip generation, as shown in *Table 7–3*, was adjusted by the values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 15 percent of the total person trips to reflect the future Gold Line station located immediately adjacent to the University of La Verne main campus) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 61 transit trips during the weekday AM peak hour and 77 transit trips during the weekday PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 768 weekday daily transit trips The calculations are as follows:

- Weekday AM Peak Hour = 289 × 1.4 × 0.15 = 61 Transit Trips
- Weekday PM Peak Hour = 367 × 1.4 × 0.15 = 77 Transit Trips
- Weekday Daily Trips = 3,656 × 1.4 × 0.15 = 768 Transit Trips

As shown in *Table 4–2*, seven bus/rail lines and routes are provided adjacent to or in close proximity the project site. As outlined in *Table 4–2*, under the "No. of Buses/Trains During Peak Hour" column, these seven transit lines currently provide services for an average of (i.e., average of the directional number of buses/trains during the peak hours) roughly 31 and 35 buses/trains during the weekday AM and PM peak hours, respectively. Therefore, based on the above calculated weekday AM and PM peak hour transit trips, this would correspond to approximately two additional transit riders per bus/train. Given the number of project-generated transit trips per bus/train, no project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project. Further, this analysis is very conservative in that it does not assume the completion and operation of Metro's future Gold Line extension to the City of La Verne, which will further increase service in this area.

13.0 CONCLUSIONS

This traffic impact study has been prepared to identify and evaluate the potential impacts of traffic generated by the proposed University of La Verne Facilities and Technology Master Plan. The proposed project is planned to be constructed in three phases. The Phase I Project is planned to accommodate up to an additional 304 students and will include construction of multi-family residential dwelling units up to 170 apartment units. The Phase I Project is anticipated to be completed by year 2021. The Phase II Project is planned to accommodate up to an additional 370 students and will include the construction of a 5,000 square-foot University House. The Phase II Project is anticipated to be completed by year 2028. The Phase III (Build-out) Project is planned to accommodate up to an additional 297 students and will include the construction of mixed-use buildings which will allow for approximately 89,200 square feet of retail/commercial space. Phase III will also include the construction of a 67,000 square-foot administrative facility. The Phase III Project is anticipated to be completed by year 2035. In addition, some of the existing surface parking areas will be removed to accommodate new buildings and other uses. A section of C Street and a section of 2nd Street will be closed as part of the Phase I project while a section of 3rd Street is proposed to be closed as part of the Phase II project. These areas will be converted to pedestrian promenades but will maintain service/emergency vehicle access. A new parking structure is also planned to be constructed as part of the Phase III project.

The proposed Phase I project is forecast to generate 126 vehicle trips (51 inbound trips and 75 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed Phase I project is expected to generate 143 vehicle trips (79 inbound trips and 64 outbound trips). Over a 24-hour period, the proposed Phase I project is forecast to generate 1,518 daily trip ends during a typical weekday (759 inbound trips and 759 outbound trips).

The proposed Phases I & II project is forecast to generate 178 vehicle trips (93 inbound trips and 85 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed Phases I & II project is expected to generate 194 vehicle trips (93 inbound trips and 101 outbound trips). Over a 24-hour period, the proposed Phases I & II project is forecast to generate 2,006 daily trip ends during a typical weekday (1,003 inbound trips and 1,003 outbound trips).

The proposed project build-out (Phases I, II & III) is forecast to generate 289 vehicle trips (184 inbound trips and 105 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the proposed project build-out is expected to generate 367 vehicle trips (149 inbound trips and 218 outbound trips). Over a 24-hour period, the proposed project build-out is forecast to generate 3,656 daily trip ends during a typical weekday (1,828 inbound trips and 1,828 outbound trips).

In order to evaluate the potential impacts to the local street system, 18 intersections were identified for evaluation to determine changes in operations following occupancy and utilization of the proposed project. As the University of La Verne is located within the City of La Verne (Lead Agency), each of the 18 study intersections were evaluated for potential traffic impacts using the

City of La Verne significant traffic impact thresholds. In addition, the three study intersections located wholly or partially within the City of San Dimas were also evaluated for potential traffic impacts using the City of San Dimas significant traffic impact thresholds.

Significant project impacts were identified for the existing year 2016, future Year 2021 With Phase I project, future Year 2028 With Phases I & II project, and future Year 2035 With Build-out (Phases I, II & III) conditions. Where feasible, roadway improvement measures have been recommended to reduce the respective significant project impacts to less than significant levels. For the D Street/Bonita Avenue intersection where opportunities for potential physical measures were limited (i.e., right-of-way constraints, potential loss of on-street parking resulting in secondary impacts, etc.), the project impacts have been reported as significant and unavoidable. It is important to note that the Old Town La Verne Specific Plan traffic study also concluded a significant and unavoidable traffic impact at this intersection.

The results of the Los Angeles County Congestion Management Program (CMP) traffic assessment indicated that the proposed project will not adversely affect any CMP arterial monitoring intersections or freeway monitoring locations. Therefore, no improvements/mitigation measures are required of this project for the CMP facilities.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

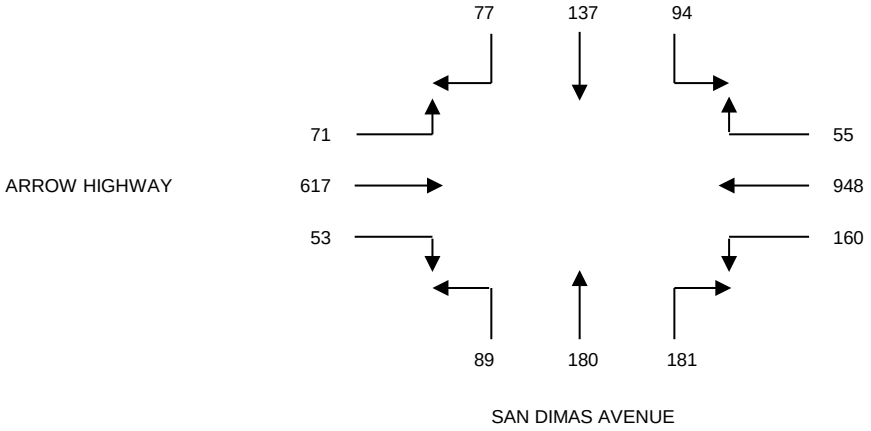
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 1-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	25	15	23	11	237	21	21	27	25	12	85	14
0715-0730	21	23	17	9	272	31	57	38	30	13	167	20
0730-0745	15	30	18	14	246	40	50	48	20	13	161	19
0745-0800	16	42	22	18	215	58	44	53	18	12	138	14
0800-0815	25	42	37	14	215	31	30	41	21	15	151	18
0815-0830	33	31	20	16	218	21	25	38	20	12	130	19
0830-0845	20	37	18	15	207	23	20	29	28	14	131	19
0845-0900	14	32	21	10	160	24	17	37	22	17	136	24

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	77	110	80	52	970	150	172	166	93	50	551	67	2538
0715-0815	77	137	94	55	948	160	181	180	89	53	617	71	2662
0730-0830	89	145	97	62	894	150	149	180	79	52	580	70	2547
0745-0845	94	152	97	63	855	133	119	161	87	53	550	70	2434
0800-0900	92	142	96	55	800	99	92	145	91	58	548	80	2298

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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FAX: 626-446-2877
.

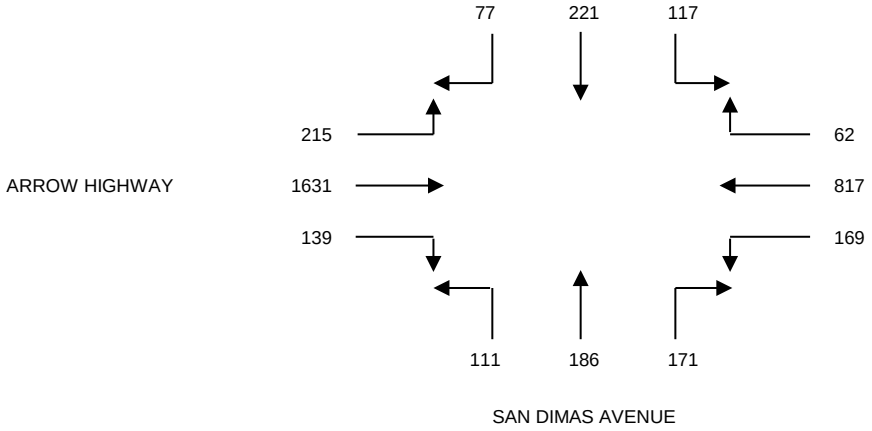
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S SAN DIMAS AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 1-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	14	24	29	13	146	23	38	35	16	24	410	52
0415-0430	16	30	21	18	161	20	33	33	17	22	441	51
0430-0445	19	50	18	15	194	27	33	58	23	30	429	69
0445-0500	16	40	14	15	188	36	47	47	25	21	422	50
0500-0515	21	64	21	19	220	45	40	49	33	39	386	69
0515-0530	17	47	31	15	237	30	52	53	31	30	408	45
0530-0545	19	57	35	15	185	35	48	52	26	31	427	57
0545-0600	20	53	30	13	175	59	31	32	21	39	410	44

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	65	144	82	61	689	106	151	173	81	97	1702	222	3573
0415-0515	72	184	74	67	763	128	153	187	98	112	1678	239	3755
0430-0530	73	201	84	64	839	138	172	207	112	120	1645	233	3888
0445-0545	73	208	101	64	830	146	187	201	115	121	1643	221	3910
0500-0600	77	221	117	62	817	169	171	186	111	139	1631	215	3916

P.M. PEAK HOUR
0500-0600



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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: SAN DIMAS AVENUE
ARROW HIGHWAY
FILE: 1_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	1
0715-0730	0	2	0	0
0730-0745	0	0	0	0
0745-0800	0	1	2	1
0800-0815	0	1	1	0
0815-0830	0	1	2	0
0830-0845	0	1	0	0
0845-0900	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	0
0715-0730	0	0	0	5
0730-0745	0	0	0	1
0745-0800	0	0	0	0
0800-0815	0	1	0	0
0815-0830	1	1	1	0
0830-0845	1	2	1	0
0845-0900	0	0	8	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	3	2	2	7
0715-0815	0	4	3	1	8
0730-0830	0	3	5	1	9
0745-0845	0	4	5	1	10
0800-0900	0	3	3	0	6

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	1	6	7
0715-0815	0	1	0	6	7
0730-0830	1	2	1	1	5
0745-0845	2	4	2	0	8
0800-0900	2	4	2	0	8

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: WEDNESDAY, SEPTEMBER 07, 2016

PERIOD: 04:00 PM TO 06:00 PM

INTERSECTION: SAN DIMAS AVENUE

ARROW HIGHWAY

FILE: 1_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	1	0	1	2
0415-0430	0	0	0	0
0430-0445	2	2	0	1
0445-0500	0	0	1	0
0500-0515	0	0	0	2
0515-0530	1	0	0	1
0530-0545	0	0	3	1
0545-0600	0	0	1	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	1	0
0315-0330	0	1	0	0
0330-0345	0	2	0	0
0345-0400	0	0	0	0
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	1	0
0545-0600	0	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	2	2	3	10
0415-0515	2	2	1	3	8
0430-0530	3	2	1	4	10
0445-0545	1	0	4	4	9
0500-0600	1	0	3	4	8

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	3	1	0	4
0415-0515	0	3	0	0	3
0430-0530	0	2	0	0	2
0445-0545	0	0	1	0	1
0500-0600	0	0	1	0	1

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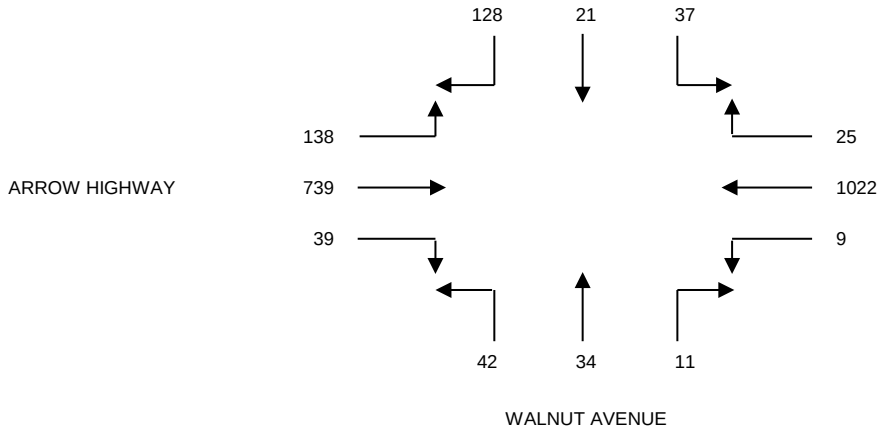
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S WALNUT AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 2-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	25	1	9	2	236	3	2	5	19	6	124	19
0715-0730	34	4	7	7	284	2	2	5	13	12	177	38
0730-0745	29	5	11	3	270	3	1	12	11	10	216	33
0745-0800	26	3	11	8	245	2	3	10	9	9	174	35
0800-0815	39	9	8	7	223	2	5	7	9	8	172	32
0815-0830	28	7	6	6	223	5	3	5	11	15	138	21
0830-0845	27	3	7	4	214	2	3	7	9	14	149	20
0845-0900	31	2	5	3	154	1	2	3	12	10	144	30

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	114	13	38	20	1035	10	8	32	52	37	691	125	2175
0715-0815	128	21	37	25	1022	9	11	34	42	39	739	138	2245
0730-0830	122	24	36	24	961	12	12	34	40	42	700	121	2128
0745-0845	120	22	32	25	905	11	14	29	38	46	633	108	1983
0800-0900	125	21	26	20	814	10	13	22	41	47	603	103	1845

A.M. PEAK HOUR
0715-0815



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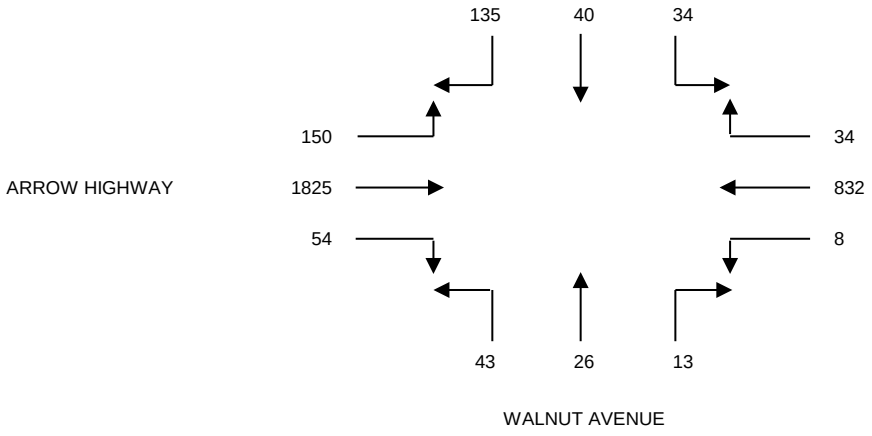
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S WALNUT AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 2-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	35	6	10	9	167	0	5	13	8	7	467	46
0415-0430	20	8	9	9	152	2	7	23	10	13	456	44
0430-0445	33	8	12	6	156	2	8	15	14	9	434	38
0445-0500	41	11	12	7	191	4	4	10	10	13	463	46
0500-0515	31	10	7	10	237	2	3	7	15	18	436	35
0515-0530	30	11	9	10	224	2	2	4	8	13	486	34
0530-0545	33	8	6	7	180	0	4	5	10	10	440	35
0545-0600	31	11	7	9	202	1	4	5	11	15	425	34

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	129	33	43	31	666	8	24	61	42	42	1820	174	3073
0415-0515	125	37	40	32	736	10	22	55	49	53	1789	163	3111
0430-0530	135	40	40	33	808	10	17	36	47	53	1819	153	3191
0445-0545	135	40	34	34	832	8	13	26	43	54	1825	150	3194
0500-0600	125	40	29	36	843	5	13	21	44	56	1787	138	3137

P.M. PEAK HOUR
0445-0545



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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: WEDNESDAY, SEPTEMBER 07, 2016

PERIOD: 07:00 AM TO 09:00 AM

INTERSECTION: WALNUT AVENUE

ARROW HIGHWAY

FILE: 2_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	1	0	0
0745-0800	1	0	1	1
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	2	1	0	1
0845-0900	0	1	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	0
0715-0730	0	0	0	1
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	1	0
0815-0830	0	0	0	1
0830-0845	1	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	1	1	1	4
0715-0815	1	1	1	1	4
0730-0830	1	1	1	1	4
0745-0845	3	1	1	2	7
0800-0900	2	1	0	1	4

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	1	1	2
0715-0815	0	0	1	1	2
0730-0830	0	0	1	1	2
0745-0845	1	0	1	1	3
0800-0900	1	0	1	1	3

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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: WALNUT AVENUE
ARROW HIGHWAY
FILE: 2_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	2
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	0	0	0	0
0500-0515	0	0	1	0
0515-0530	0	0	0	0
0530-0545	0	0	0	0
0545-0600	0	0	2	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	1	0
0330-0345	0	0	1	0
0345-0400	0	0	0	0
0400-0415	1	1	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	0	2	2
0415-0515	0	0	1	0	1
0430-0530	0	0	1	0	1
0445-0545	0	0	1	0	1
0500-0600	0	0	1	0	1

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	2	0	2
0415-0515	1	1	2	0	4
0430-0530	1	1	1	0	3
0445-0545	1	1	0	0	2
0500-0600	1	1	0	0	2

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

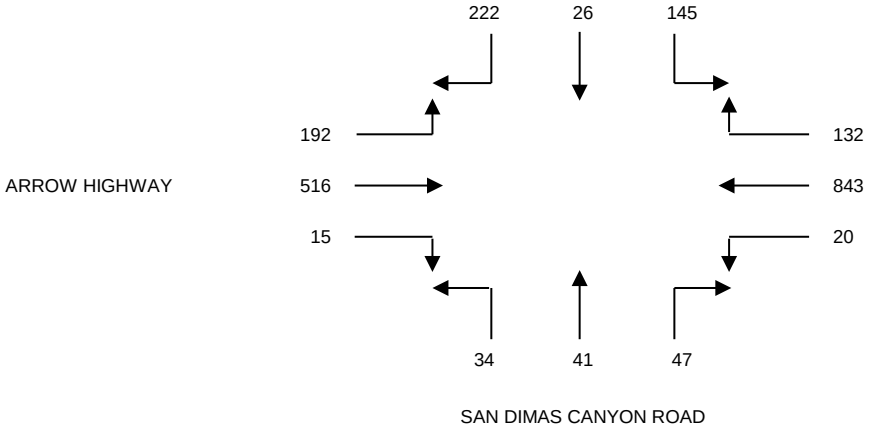
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S SAN DIMAS CANYON ROAD
E/W ARROW HIGHWAY
FILE NUMBER: 3-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	47	2	20	21	200	6	9	9	11	2	96	36
0715-0730	58	3	24	22	226	3	12	8	11	5	119	54
0730-0745	58	6	35	38	216	4	15	8	10	6	127	55
0745-0800	62	7	51	42	212	6	12	10	5	2	138	46
0800-0815	44	10	35	30	189	7	8	15	8	2	132	37
0815-0830	34	9	29	24	176	10	5	10	4	2	117	43
0830-0845	49	5	28	18	166	6	6	15	6	3	101	40
0845-0900	46	6	33	12	131	4	7	14	4	2	100	42

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	225	18	130	123	854	19	48	35	37	15	480	191	2175
0715-0815	222	26	145	132	843	20	47	41	34	15	516	192	2233
0730-0830	198	32	150	134	793	27	40	43	27	12	514	181	2151
0745-0845	189	31	143	114	743	29	31	50	23	9	488	166	2016
0800-0900	173	30	125	84	662	27	26	54	22	9	450	162	1824

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

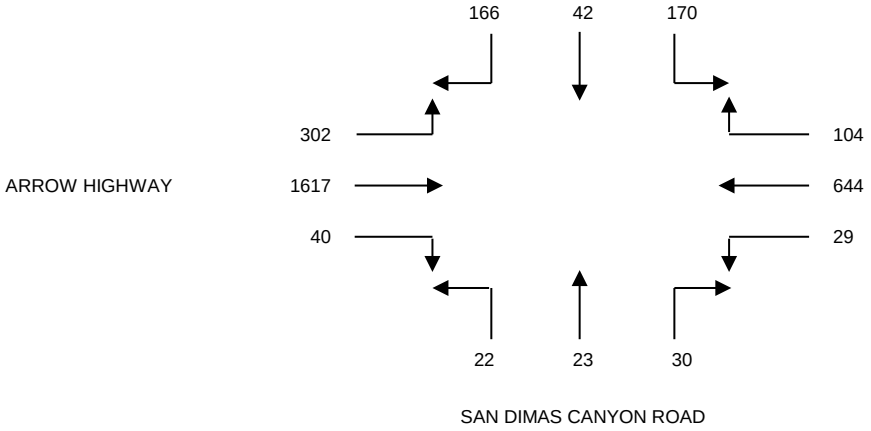
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S SAN DIMAS CANYON ROAD
E/W ARROW HIGHWAY
FILE NUMBER: 3-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	28	8	23	28	125	7	9	9	7	10	408	77
0415-0430	34	12	21	24	138	6	10	6	4	10	374	62
0430-0445	37	10	39	26	133	5	8	5	6	12	426	81
0445-0500	39	10	32	27	137	6	7	3	7	9	418	76
0500-0515	40	7	49	21	165	5	8	4	3	9	366	84
0515-0530	53	11	47	30	182	8	7	7	6	12	411	73
0530-0545	34	14	42	26	160	10	8	9	6	10	422	69
0545-0600	31	17	39	22	140	6	9	10	10	14	395	61

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	138	40	115	105	533	24	34	23	24	41	1626	296	2999
0415-0515	150	39	141	98	573	22	33	18	20	40	1584	303	3021
0430-0530	169	38	167	104	617	24	30	19	22	42	1621	314	3167
0445-0545	166	42	170	104	644	29	30	23	22	40	1617	302	3189
0500-0600	158	49	177	99	647	29	32	30	25	45	1594	287	3172

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: SAN DIMAS CANYON ROAD
ARROW HIGHWAY
FILE: 3_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	2
0730-0745	0	0	0	1
0745-0800	0	0	0	3
0800-0815	2	0	1	1
0815-0830	1	0	0	1
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	0	1
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	1
0800-0815	1	0	1	2
0815-0830	0	0	0	1
0830-0845	1	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	0	6	6
0715-0815	2	0	1	7	10
0730-0830	3	0	1	6	10
0745-0845	3	0	1	5	9
0800-0900	3	0	1	2	6

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	0	0	2	3
0715-0815	1	0	1	3	5
0730-0830	1	0	1	4	6
0745-0845	2	0	1	4	7
0800-0900	2	0	1	3	6

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: SAN DIMAS CANYON ROAD
ARROW HIGHWAY
FILE: 3_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	2	0
0445-0500	0	0	0	0
0500-0515	0	0	1	1
0515-0530	0	0	0	0
0530-0545	0	0	1	1
0545-0600	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	1
0315-0330	0	0	1	0
0330-0345	0	2	2	1
0345-0400	0	0	0	0
0400-0415	1	2	2	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0545-0600	0	0	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	2	0	2
0415-0515	0	0	3	1	4
0430-0530	0	0	3	1	4
0445-0545	0	0	2	2	4
0500-0600	0	0	2	2	4

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	2	3	2	7
0415-0515	1	4	5	1	11
0430-0530	1	4	4	1	10
0445-0545	1	2	2	0	5
0500-0600	1	2	2	0	5

THE TRAFFIC SOLUTION
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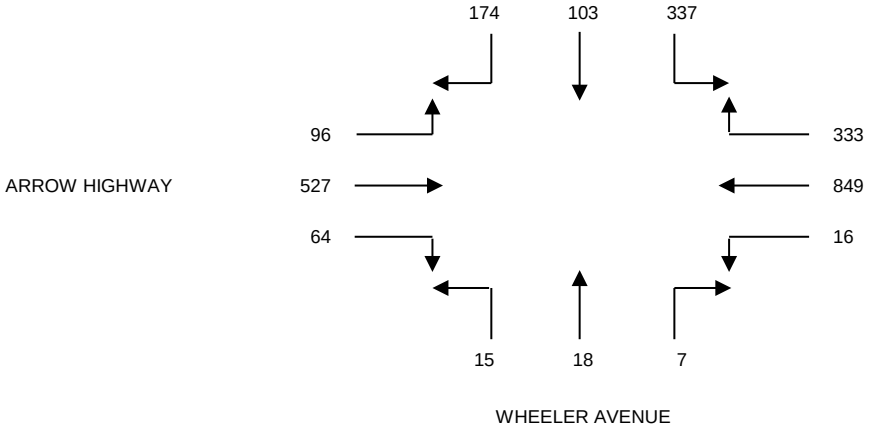
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S WHEELER AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 4-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	28	15	46	50	165	2	1	1	2	8	93	15
0715-0730	33	26	67	90	218	2	2	3	2	10	118	24
0730-0745	49	20	106	99	220	4	1	8	2	13	129	22
0745-0800	47	37	90	90	223	5	2	4	4	22	130	30
0800-0815	45	20	74	54	188	5	2	3	7	19	150	20
0815-0830	30	17	86	67	172	2	2	5	8	15	119	11
0830-0845	29	12	115	63	141	4	4	5	5	16	105	12
0845-0900	20	11	102	52	127	6	2	4	11	15	95	15

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	157	98	309	329	826	13	6	16	10	53	470	91	2378
0715-0815	174	103	337	333	849	16	7	18	15	64	527	96	2539
0730-0830	171	94	356	310	803	16	7	20	21	69	528	83	2478
0745-0845	151	86	365	274	724	16	10	17	24	72	504	73	2316
0800-0900	124	60	377	236	628	17	10	17	31	65	469	58	2092

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

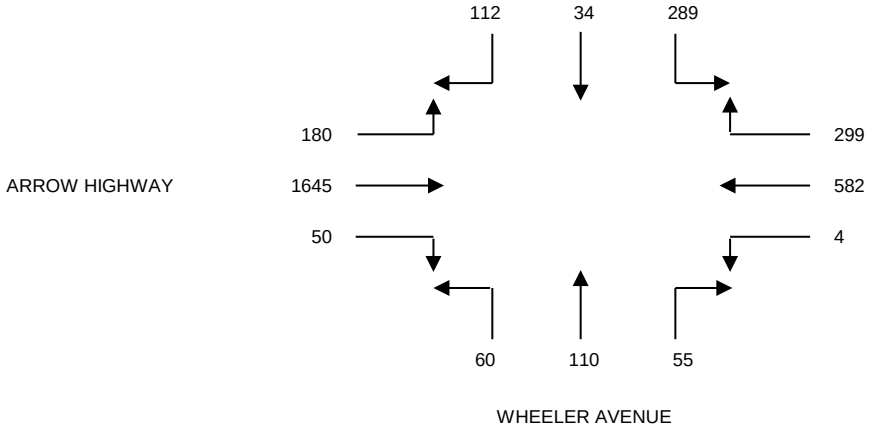
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S WHEELER AVENUE
E/W ARROW HIGHWAY
FILE NUMBER: 4-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	15	6	53	48	118	2	5	15	10	9	400	42
0415-0430	17	5	68	50	122	2	6	17	15	10	399	54
0430-0445	20	6	57	46	125	1	10	29	13	10	416	47
0445-0500	27	10	71	61	139	1	14	22	14	15	382	51
0500-0515	30	11	89	83	144	1	16	39	19	11	395	33
0515-0530	24	8	69	80	168	2	11	20	17	14	448	56
0530-0545	31	5	60	75	131	0	14	29	10	10	420	40
0545-0600	31	8	56	69	132	3	9	18	7	9	381	44

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	79	27	249	205	504	6	35	83	52	44	1597	194	3075
0415-0515	94	32	285	240	530	5	46	107	61	46	1592	185	3223
0430-0530	101	35	286	270	576	5	51	110	63	50	1641	187	3375
0445-0545	112	34	289	299	582	4	55	110	60	50	1645	180	3420
0500-0600	116	32	274	307	575	6	50	106	53	44	1644	173	3380

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: WHEELER AVENUE
ARROW HIGHWAY
FILE: 4_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	1	1
0730-0745	0	0	0	0
0745-0800	0	0	0	2
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	0	2
0745-0800	1	1	0	2
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	1	0	0	1
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	1	3	4
0715-0815	0	0	1	3	4
0730-0830	0	0	0	2	2
0745-0845	0	0	0	2	2
0800-0900	0	0	0	0	0

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	1	0	4	6
0715-0815	1	1	0	4	6
0730-0830	1	1	0	4	6
0745-0845	2	1	0	3	6
0800-0900	1	0	0	1	2

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: WEDNESDAY, SEPTEMBER 07, 2016

PERIOD: 04:00 PM TO 06:00 PM

INTERSECTION: WHEELER AVENUE
ARROW HIGHWAY

FILE: 4_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	1	1	0
0430-0445	0	0	0	0
0445-0500	0	0	0	0
0500-0515	0	1	1	0
0515-0530	0	0	1	0
0530-0545	0	0	0	0
0545-0600	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	2	0
0330-0345	0	0	0	0
0345-0400	0	0	0	0
0400-0415	1	0	1	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0545-0600	0	0	0	4

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	1	1	0	2
0415-0515	0	2	2	0	4
0430-0530	0	1	2	0	3
0445-0545	0	1	2	0	3
0500-0600	0	1	2	0	3

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	2	0	2
0415-0515	1	0	3	0	4
0430-0530	1	0	1	0	2
0445-0545	1	0	1	0	2
0500-0600	1	0	1	0	2

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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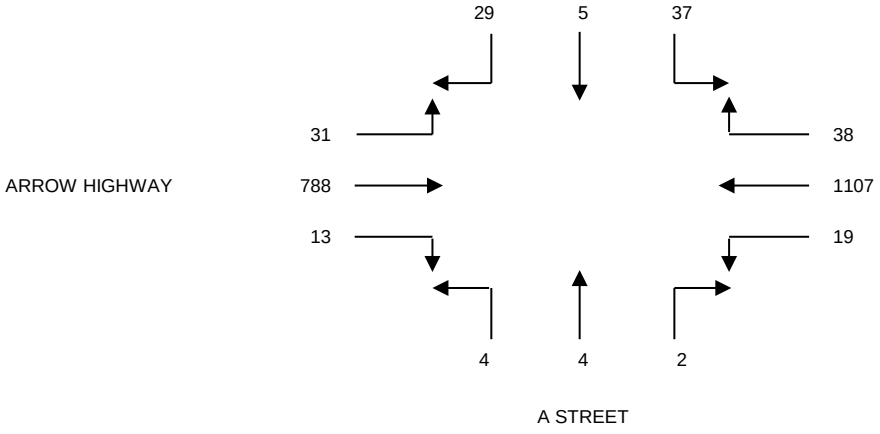
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S A STREET
E/W ARROW HIGHWAY
FILE NUMBER: 5-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	3	0	8	6	227	5	1	0	0	2	125	3
0715-0730	6	2	9	8	273	5	0	0	1	1	163	7
0730-0745	10	3	13	14	280	5	0	3	1	3	199	10
0745-0800	5	0	8	9	321	3	0	0	1	7	208	9
0800-0815	8	0	7	7	233	6	2	1	1	2	218	5
0815-0830	4	1	7	12	222	6	3	0	2	3	190	6
0830-0845	6	0	7	8	180	5	1	0	1	2	173	3
0845-0900	6	3	9	4	170	3	1	2	3	3	164	2

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	24	5	38	37	1101	18	1	3	3	13	695	29	1967
0715-0815	29	5	37	38	1107	19	2	4	4	13	788	31	2077
0730-0830	27	4	35	42	1056	20	5	4	5	15	815	30	2058
0745-0845	23	1	29	36	956	20	6	1	5	14	789	23	1903
0800-0900	24	4	30	31	805	20	7	3	7	10	745	16	1702

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

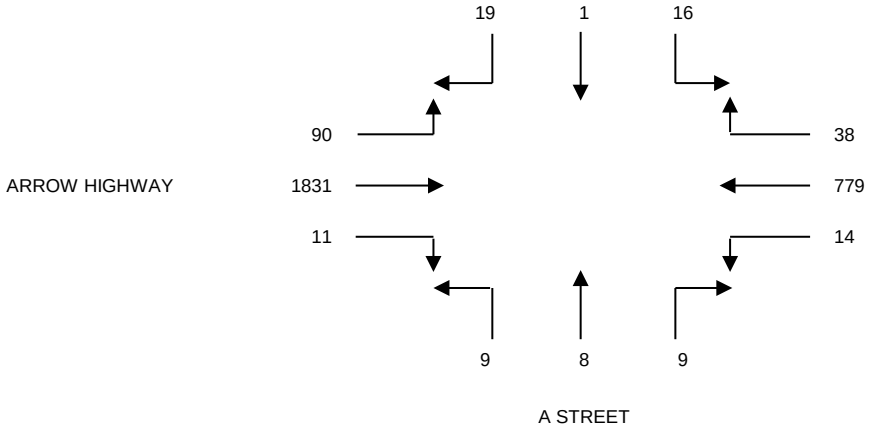
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		WEDNESDAY, SEPTEMBER 07, 2016
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION:	N/S	A STREET
	E/W	ARROW HIGHWAY
FILE NUMBER:		5-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	4	0	4	7	143	1	2	1	3	1	404	16
0415-0430	2	0	6	9	169	2	0	0	1	1	419	19
0430-0445	2	1	3	9	172	4	2	2	2	3	468	16
0445-0500	4	0	3	10	190	3	4	1	1	4	442	20
0500-0515	6	0	7	7	202	2	2	2	3	2	433	28
0515-0530	7	0	3	12	215	5	1	3	3	2	488	26
0530-0545	5	0	2	8	211	2	1	0	2	2	387	28
0545-0600	2	0	4	7	185	3	0	0	1	2	439	27

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	12	1	16	35	674	10	8	4	7	9	1733	71	2580
0415-0515	14	1	19	35	733	11	8	5	7	10	1762	83	2688
0430-0530	19	1	16	38	779	14	9	8	9	11	1831	90	2825
0445-0545	22	0	15	37	818	12	8	6	9	10	1750	102	2789
0500-0600	20	0	16	34	813	12	4	5	9	8	1747	109	2777

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: A STREET
ARROW HIGHWAY
FILE: 5_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	1
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	0	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	1	0
0745-0800	0	0	1	0
0800-0815	0	0	0	0
0815-0830	1	0	0	0
0830-0845	0	0	2	0
0845-0900	1	1	1	2

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	0	1	1
0715-0815	0	0	0	0	0
0730-0830	0	0	0	0	0
0745-0845	0	0	0	0	0
0800-0900	0	0	0	0	0

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	2	0	2
0715-0815	0	0	2	0	2
0730-0830	1	0	2	0	3
0745-0845	1	0	3	0	4
0800-0900	1	0	2	0	3

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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626.485.8048 PHONE
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: A STREET
ARROW HIGHWAY
FILE: 5_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0445-0500	0	0	1	0
0500-0515	0	0	3	3
0515-0530	0	0	1	0
0530-0545	0	1	0	0
0545-0600	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	1	1	0
0315-0330	1	0	3	0
0330-0345	0	0	0	0
0345-0400	0	0	0	0
0400-0415	0	0	0	0
0415-0430	0	2	1	1
0430-0445	0	1	2	0
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	1	0	1
0415-0515	0	0	4	3	7
0430-0530	0	0	5	3	8
0445-0545	0	1	5	3	9
0500-0600	0	1	4	3	8

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	1	4	0	6
0415-0515	1	0	3	0	4
0430-0530	0	2	1	1	4
0445-0545	0	3	3	1	7
0500-0600	0	3	3	1	7

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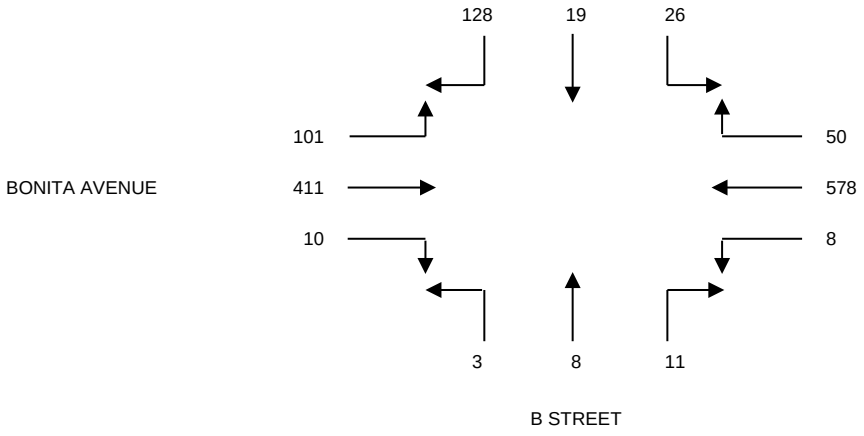
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S B STREET
E/W BONITA AVENUE
FILE NUMBER: 6-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	19	2	8	9	85	2	1	1	3	0	70	16
0715-0730	34	2	5	16	145	1	1	1	0	3	83	59
0730-0745	39	3	6	14	181	2	3	2	1	0	105	27
0745-0800	29	7	8	11	144	2	5	3	0	3	112	10
0800-0815	26	7	7	9	108	3	2	2	2	4	111	5
0815-0830	21	6	13	8	125	4	3	1	0	7	106	7
0830-0845	25	4	10	6	125	2	6	0	0	4	80	9
0845-0900	16	4	7	10	94	1	3	3	1	3	71	6

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	121	14	27	50	555	7	10	7	4	6	370	112	1283
0715-0815	128	19	26	50	578	8	11	8	3	10	411	101	1353
0730-0830	115	23	34	42	558	11	13	8	3	14	434	49	1304
0745-0845	101	24	38	34	502	11	16	6	2	18	409	31	1192
0800-0900	88	21	37	33	452	10	14	6	3	18	368	27	1077

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

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329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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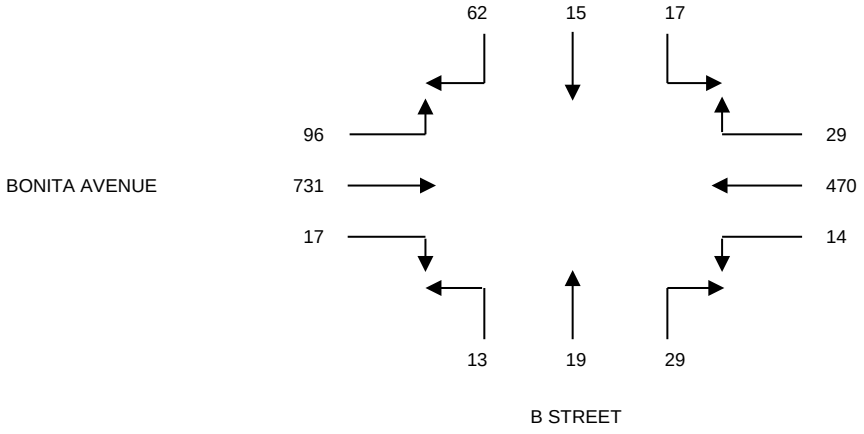
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION:	N/S	B STREET
	E/W	BONITA AVENUE
FILE NUMBER:		6-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	16	3	5	4	94	3	6	3	0	3	148	12
0415-0430	17	2	6	2	106	3	4	2	2	2	132	16
0430-0445	14	2	7	5	100	1	5	4	0	1	137	12
0445-0500	10	4	10	4	122	2	8	2	0	2	174	18
0500-0515	12	3	6	7	114	5	11	4	2	2	165	25
0515-0530	13	2	4	5	134	3	7	4	5	5	194	24
0530-0545	19	4	4	10	126	3	4	7	4	4	176	27
0545-0600	18	6	3	7	96	3	7	4	2	6	196	20

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	57	11	28	15	422	9	23	11	2	8	591	58	1235
0415-0515	53	11	29	18	442	11	28	12	4	7	608	71	1294
0430-0530	49	11	27	21	470	11	31	14	7	10	670	79	1400
0445-0545	54	13	24	26	496	13	30	17	11	13	709	94	1500
0500-0600	62	15	17	29	470	14	29	19	13	17	731	96	1512

P.M. PEAK HOUR
0500-0600



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329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: B STREET
BONITA AVENUE
FILE: 6_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	0	1	0
0715-0730	5	0	6	0
0730-0745	4	0	2	1
0745-0800	5	0	5	2
0800-0815	3	0	0	0
0815-0830	6	0	6	1
0830-0845	2	0	3	2
0845-0900	9	0	3	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	3	0	1	0
0730-0745	1	0	0	0
0745-0800	1	1	1	0
0800-0815	0	0	0	0
0815-0830	2	0	2	0
0830-0845	1	1	0	0
0845-0900	2	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	16	0	14	3	33
0715-0815	17	0	13	3	33
0730-0830	18	0	13	4	35
0745-0845	16	0	14	5	35
0800-0900	11	0	9	3	23

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	1	2	0	8
0715-0815	5	1	2	0	8
0730-0830	4	1	3	0	8
0745-0845	4	2	3	0	9
0800-0900	3	1	2	0	6

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 04:00 PM TO 06:00 PM

INTERSECTION: B STREET
BONITA AVENUE

FILE: 6_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	2	0	5	0
0415-0430	1	0	1	4
0430-0445	2	0	6	0
0445-0500	5	0	4	0
0500-0515	1	0	5	1
0515-0530	5	0	1	1
0530-0545	3	0	2	0
0545-0600	5	0	7	1

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	2	0
0315-0330	0	1	0	1
0330-0345	1	0	2	0
0345-0400	2	0	0	0
0400-0415	0	0	1	0
0415-0430	1	0	0	0
0430-0445	0	0	0	0
0545-0600	1	0	3	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	10	0	16	4	30
0415-0515	9	0	16	5	30
0430-0530	13	0	16	2	31
0445-0545	14	0	12	2	28
0500-0600	9	0	8	2	19

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	1	4	1	9
0415-0515	3	1	3	1	8
0430-0530	4	0	3	0	7
0445-0545	3	0	1	0	4
0500-0600	1	0	1	0	2

THE TRAFFIC SOLUTION
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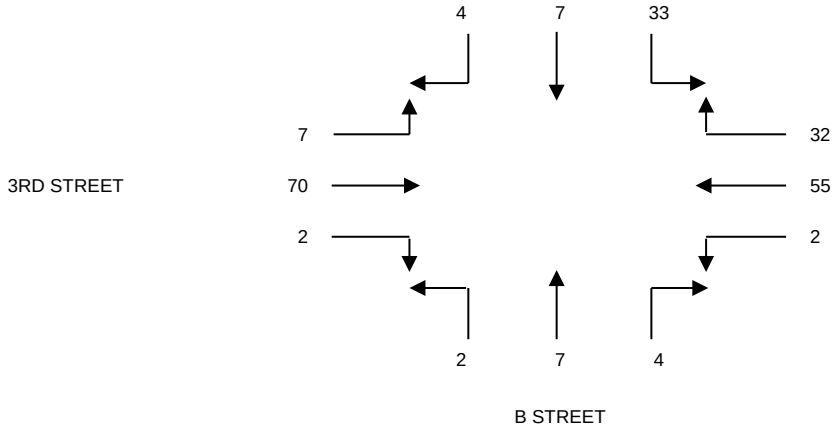
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION:	N/S	B STREET
	E/W	3RD STREET
FILE NUMBER:		7-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	2	2	0	3	6	1	1	2	0	0	4	1
0715-0730	0	2	4	3	12	0	2	0	2	2	8	0
0730-0745	3	0	5	4	17	0	0	2	1	1	16	1
0745-0800	1	0	8	8	13	0	1	2	0	0	14	1
0800-0815	0	3	9	5	12	1	0	2	1	0	21	1
0815-0830	0	4	11	15	13	1	3	1	0	1	19	4
0830-0845	0	1	6	11	10	1	0	1	0	0	15	3
0845-0900	0	0	7	7	5	2	0	0	3	0	13	4

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	6	4	17	18	48	1	4	6	3	3	42	3	155
0715-0815	4	5	26	20	54	1	3	6	4	3	59	3	188
0730-0830	4	7	33	32	55	2	4	7	2	2	70	7	225
0745-0845	1	8	34	39	48	3	4	6	1	1	69	9	223
0800-0900	0	8	33	38	40	5	3	4	4	1	68	12	216

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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.

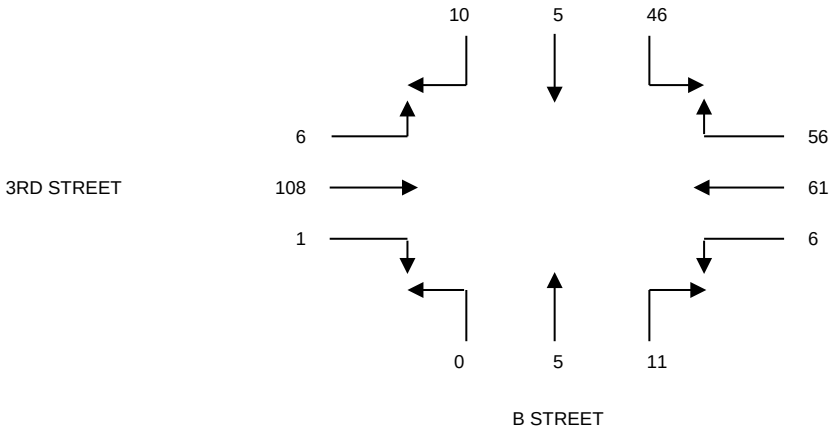
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S B STREET
E/W 3RD STREET
FILE NUMBER: 7-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	4	1	8	9	18	1	0	3	0	2	13	1
0415-0430	1	1	6	8	15	3	2	0	0	0	10	4
0430-0445	1	0	2	8	17	0	0	0	0	0	14	0
0445-0500	0	2	8	9	15	1	3	2	1	1	18	2
0500-0515	6	1	10	16	15	3	5	2	0	0	20	1
0515-0530	0	2	9	13	19	2	2	2	0	0	26	2
0530-0545	3	1	12	12	13	0	1	1	0	0	35	2
0545-0600	1	1	15	15	14	1	3	0	0	1	27	1

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	6	4	24	34	65	5	5	5	1	3	55	7	214
0415-0515	8	4	26	41	62	7	10	4	1	1	62	7	233
0430-0530	7	5	29	46	66	6	10	6	1	1	78	5	260
0445-0545	9	6	39	50	62	6	11	7	1	1	99	7	298
0500-0600	10	5	46	56	61	6	11	5	0	1	108	6	315

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: B STREET
3RD STREET
FILE: 7_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	2	0	2
0715-0730	5	1	1	0
0730-0745	8	3	5	3
0745-0800	3	2	9	1
0800-0815	5	2	2	0
0815-0830	17	4	1	5
0830-0845	8	6	1	3
0845-0900	7	9	3	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	0
0715-0730	0	1	1	0
0730-0745	0	0	0	0
0745-0800	1	0	3	0
0800-0815	1	0	0	0
0815-0830	0	0	1	1
0830-0845	0	0	2	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	17	8	15	6	46
0715-0815	21	8	17	4	50
0730-0830	33	11	17	9	70
0745-0845	33	14	13	9	69
0800-0900	30	12	4	8	54

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	2	4	0	7
0715-0815	2	1	4	0	7
0730-0830	2	0	4	1	7
0745-0845	2	0	6	1	9
0800-0900	1	0	3	1	5

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: B STREET
3RD STREET
FILE: 7_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	4	7	5	2
0415-0430	19	13	0	0
0430-0445	5	3	3	0
0445-0500	10	8	3	2
0500-0515	18	12	8	3
0515-0530	6	2	2	1
0530-0545	13	8	0	1
0545-0600	4	2	1	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	1
0315-0330	0	0	0	0
0330-0345	0	0	1	0
0345-0400	1	0	0	1
0400-0415	0	0	1	0
0415-0430	0	0	2	0
0430-0445	0	0	0	0
0545-0600	0	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	38	31	11	4	84
0415-0515	52	36	14	5	107
0430-0530	39	25	16	6	86
0445-0545	47	30	13	7	97
0500-0600	37	22	10	5	74

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	0	1	2	4
0415-0515	1	0	2	1	4
0430-0530	1	0	4	1	6
0445-0545	1	0	3	1	5
0500-0600	0	0	3	0	3

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

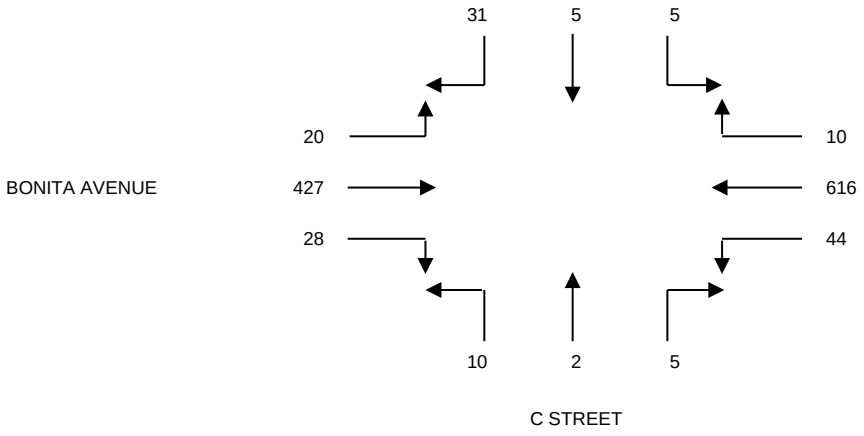
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION:	N/S	C STREET
	E/W	BONITA AVENUE
FILE NUMBER:		8-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	9	0	3	0	87	2	2	0	0	5	71	2
0715-0730	11	2	2	2	197	7	2	1	4	3	97	6
0730-0745	6	3	1	2	127	10	0	1	3	5	100	5
0745-0800	9	0	1	4	163	12	0	0	1	10	116	4
0800-0815	5	0	1	2	129	15	3	0	2	10	114	5
0815-0830	8	2	3	4	131	16	4	0	5	8	119	6
0830-0845	4	0	0	0	100	8	2	0	2	2	76	2
0845-0900	5	0	1	0	90	4	3	1	2	8	83	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	35	5	7	8	574	31	4	2	8	23	384	17	1098
0715-0815	31	5	5	10	616	44	5	2	10	28	427	20	1203
0730-0830	28	5	6	12	550	53	7	1	11	33	449	20	1175
0745-0845	26	2	5	10	523	51	9	0	10	30	425	17	1108
0800-0900	22	2	5	6	450	43	12	1	11	28	392	16	988

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

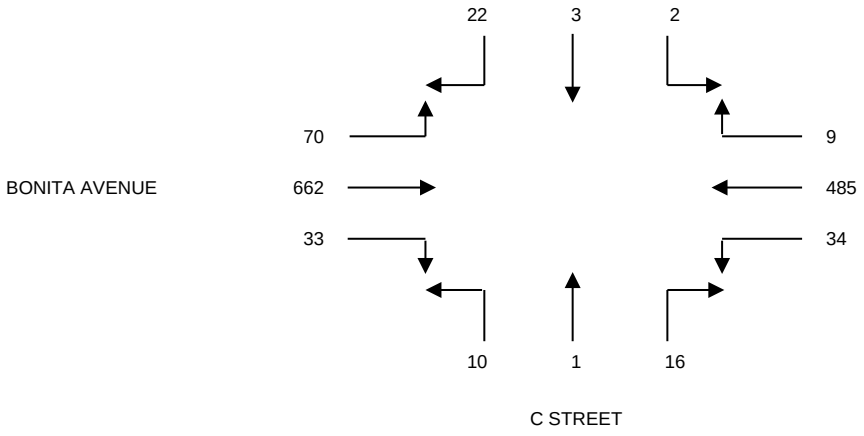
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION:	N/S	C STREET
	E/W	BONITA AVENUE
FILE NUMBER:		8-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	3	0	1	3	98	5	5	1	3	5	126	8
0415-0430	3	0	1	4	102	6	8	1	2	6	129	5
0430-0445	4	0	0	3	117	3	5	0	3	6	146	11
0445-0500	6	0	1	3	102	5	3	1	5	8	169	12
0500-0515	9	1	1	3	117	5	5	0	4	10	145	14
0515-0530	5	2	0	2	133	8	2	0	3	5	169	19
0530-0545	5	0	1	2	135	10	3	1	2	10	171	21
0545-0600	3	0	0	2	100	11	6	0	1	8	177	16

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	16	0	3	13	419	19	21	3	13	25	570	36	1138
0415-0515	22	1	3	13	438	19	21	2	14	30	589	42	1194
0430-0530	24	3	2	11	469	21	15	1	15	29	629	56	1275
0445-0545	25	3	3	10	487	28	13	2	14	33	654	66	1338
0500-0600	22	3	2	9	485	34	16	1	10	33	662	70	1347

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: C STREET
BONITA AVENUE
FILE: 8_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	0	1	0
0715-0730	2	0	3	0
0730-0745	1	0	0	0
0745-0800	3	0	1	0
0800-0815	3	0	3	0
0815-0830	3	0	5	0
0830-0845	9	0	3	0
0845-0900	4	1	1	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	0
0715-0730	2	0	0	0
0730-0745	1	0	2	0
0745-0800	2	0	0	0
0800-0815	4	0	0	0
0815-0830	3	0	0	0
0830-0845	0	0	1	0
0845-0900	4	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	8	0	5	0	13
0715-0815	9	0	7	0	16
0730-0830	10	0	9	0	19
0745-0845	18	0	12	0	30
0800-0900	15	0	11	0	26

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	0	3	0	8
0715-0815	9	0	2	0	11
0730-0830	10	0	2	0	12
0745-0845	9	0	1	0	10
0800-0900	7	0	1	0	8

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 04:00 PM TO 06:00 PM

INTERSECTION: C STREET
BONITA AVENUE

FILE: 8_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	1	0	2	1
0415-0430	0	2	1	0
0430-0445	0	0	4	1
0445-0500	0	0	4	0
0500-0515	1	2	6	0
0515-0530	1	1	4	0
0530-0545	1	0	0	1
0545-0600	2	0	1	2

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	0	0
0330-0345	0	0	3	0
0345-0400	3	0	0	0
0400-0415	2	0	4	0
0415-0430	3	0	2	0
0430-0445	3	0	1	0
0545-0600	3	0	4	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	2	11	2	16
0415-0515	1	4	15	1	21
0430-0530	2	3	18	1	24
0445-0545	3	3	14	1	21
0500-0600	3	3	10	1	17

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	0	3	0	6
0415-0515	5	0	7	0	12
0430-0530	8	0	9	0	17
0445-0545	11	0	7	0	18
0500-0600	8	0	7	0	15

THE TRAFFIC SOLUTION
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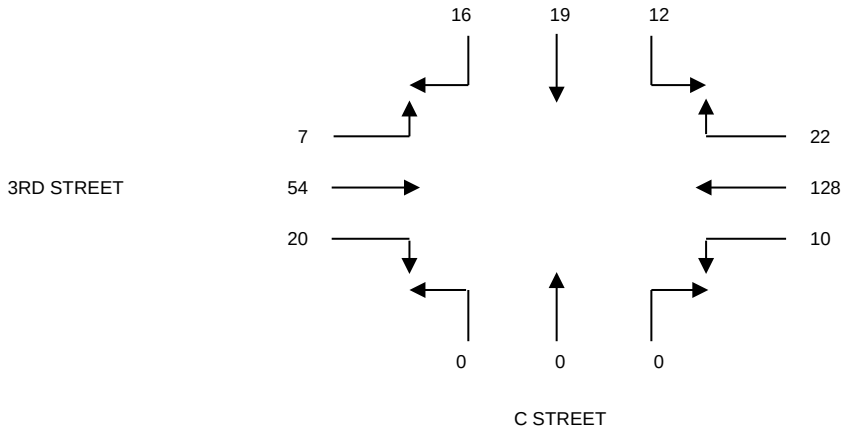
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION:	N/S	C STREET
	E/W	3RD STREET
FILE NUMBER:		9-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	1	1	2	2	14	2	0	0	0	0	4	1
0715-0730	4	2	3	3	16	3	0	0	0	2	7	1
0730-0745	2	4	1	3	20	2	0	0	0	2	12	0
0745-0800	4	7	3	2	30	4	0	0	0	5	10	0
0800-0815	3	5	4	3	39	2	0	0	0	4	13	0
0815-0830	5	8	3	6	39	2	0	0	0	6	16	1
0830-0845	4	4	2	8	22	3	0	0	0	3	12	3
0845-0900	4	2	3	5	28	3	0	0	0	7	13	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	11	14	9	10	80	11	0	0	0	9	33	2	179
0715-0815	13	18	11	11	105	11	0	0	0	13	42	1	225
0730-0830	14	24	11	14	128	10	0	0	0	17	51	1	270
0745-0845	16	24	12	19	130	11	0	0	0	18	51	4	285
0800-0900	16	19	12	22	128	10	0	0	0	20	54	7	288

A.M. PEAK HOUR
0800-0900



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

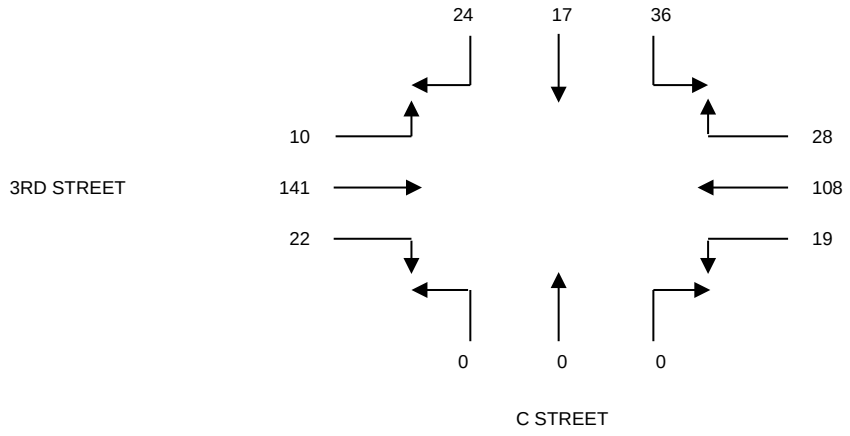
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S C STREET
E/W 3RD STREET
FILE NUMBER: 9-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	4	4	7	5	23	2	0	0	0	2	18	1
0415-0430	5	3	5	3	21	2	0	0	0	4	14	3
0430-0445	4	5	4	8	26	2	0	0	0	3	15	3
0445-0500	7	3	4	4	21	5	0	0	0	5	20	2
0500-0515	10	2	6	5	29	4	0	0	0	3	29	3
0515-0530	6	4	10	8	24	3	0	0	0	4	32	1
0530-0545	4	5	8	8	26	5	0	0	0	6	42	3
0545-0600	4	6	12	7	29	7	0	0	0	9	38	3

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	20	15	20	20	91	11	0	0	0	14	67	9	267
0415-0515	26	13	19	20	97	13	0	0	0	15	78	11	292
0430-0530	27	14	24	25	100	14	0	0	0	15	96	9	324
0445-0545	27	14	28	25	100	17	0	0	0	18	123	9	361
0500-0600	24	17	36	28	108	19	0	0	0	22	141	10	405

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: C STREET
3RD STREET
FILE: 9_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	3
0715-0730	3	0	4	7
0730-0745	12	3	12	8
0745-0800	3	3	5	10
0800-0815	3	1	15	15
0815-0830	8	3	13	25
0830-0845	8	3	8	32
0845-0900	3	2	7	17

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	1	0
0715-0730	1	0	0	0
0730-0745	0	1	0	0
0745-0800	1	0	2	1
0800-0815	1	0	0	0
0815-0830	0	0	1	0
0830-0845	0	1	4	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	18	6	21	28	73
0715-0815	21	7	36	40	104
0730-0830	26	10	45	58	139
0745-0845	22	10	41	82	155
0800-0900	19	7	36	72	134

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	2	2	3	1	8
0715-0815	3	1	2	1	7
0730-0830	2	1	3	1	7
0745-0845	2	1	7	1	11
0800-0900	1	1	5	0	7

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: C STREET
3RD STREET
FILE: 9_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	2	2	14	20
0415-0430	1	7	10	18
0430-0445	2	7	10	30
0445-0500	7	9	25	28
0500-0515	17	15	29	40
0515-0530	10	6	15	31
0530-0545	3	8	15	28
0545-0600	3	7	24	18

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	1
0315-0330	3	0	1	0
0330-0345	0	0	0	0
0345-0400	0	0	0	0
0400-0415	0	0	1	0
0415-0430	0	0	2	0
0430-0445	0	0	0	0
0545-0600	0	0	2	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	12	25	59	96	192
0415-0515	27	38	74	116	255
0430-0530	36	37	79	129	281
0445-0545	37	38	84	127	286
0500-0600	30	29	59	99	217

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	0	1	1	5
0415-0515	3	0	2	0	5
0430-0530	0	0	3	0	3
0445-0545	0	0	3	0	3
0500-0600	0	0	3	0	3

THE TRAFFIC SOLUTION
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INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		WEDNESDAY, SEPTEMBER 07, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION:	N/S	D STREET
	E/W	FOOTHILL BOULEVARD
FILE NUMBER:		10-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	1	5	6	4	86	37	25	2	44	40	58	3
0715-0730	2	11	6	3	139	83	48	6	79	55	68	7
0730-0745	6	11	4	7	158	57	45	8	53	48	82	9
0745-0800	8	7	8	10	141	46	22	4	30	23	85	12
0800-0815	7	6	7	7	146	38	30	3	22	34	101	10
0815-0830	3	7	7	6	145	32	32	5	36	39	110	12
0830-0845	8	7	12	7	132	27	26	10	31	24	114	7
0845-0900	4	5	8	4	137	39	22	5	20	30	116	8

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	17	34	24	24	524	223	140	20	206	166	293	31	1702
0715-0815	23	35	25	27	584	224	145	21	184	160	336	38	1802
0730-0830	24	31	26	30	590	173	129	20	141	144	378	43	1729
0745-0845	26	27	34	30	564	143	110	22	119	120	410	41	1646
0800-0900	22	25	34	24	560	136	110	23	109	127	441	37	1648

A.M. PEAK HOUR
0715-0815

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S D STREET
E/W FOOTHILL BOULEVARD
FILE NUMBER: 10-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	7	6	17	10	133	52	58	21	53	32	177	13
0415-0430	4	10	20	8	153	48	61	20	75	42	207	13
0430-0445	6	13	22	11	164	62	41	19	59	35	236	21
0445-0500	2	12	22	8	169	54	56	22	60	36	222	20
0500-0515	4	18	21	11	151	51	77	18	68	43	239	25
0515-0530	6	12	14	6	179	62	75	16	85	60	295	28
0530-0545	6	9	18	4	142	61	73	14	88	49	201	20
0545-0600	10	10	14	6	145	54	83	13	88	48	255	12

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	19	41	81	37	619	216	216	82	247	145	842	67	2612
0415-0515	16	53	85	38	637	215	235	79	262	156	904	79	2759
0430-0530	18	55	79	36	663	229	249	75	272	174	992	94	2936
0445-0545	18	51	75	29	641	228	281	70	301	188	957	93	2932
0500-0600	26	49	67	27	617	228	308	61	329	200	990	85	2987

P.M. PEAK HOUR
0500-0600

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: D STREET
FOOTHILL BOULEVARD
FILE: 10_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	2	4	2	0
0715-0730	7	6	1	0
0730-0745	0	2	1	0
0745-0800	4	1	2	0
0800-0815	3	0	1	0
0815-0830	0	4	4	0
0830-0845	2	3	1	0
0845-0900	0	2	3	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	1	0	0
0715-0730	0	0	1	0
0730-0745	2	0	1	0
0745-0800	0	1	2	0
0800-0815	0	0	0	0
0815-0830	0	1	0	0
0830-0845	0	0	0	0
0845-0900	0	1	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	13	13	6	0	32
0715-0815	14	9	5	0	28
0730-0830	7	7	8	0	22
0745-0845	9	8	8	0	25
0800-0900	5	7	6	0	18

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	3	2	4	0	9
0715-0815	2	1	4	0	7
0730-0830	2	2	3	0	7
0745-0845	0	2	2	0	4
0800-0900	0	1	0	0	1

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: WEDNESDAY, SEPTEMBER 07, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: D STREET
FOOTHILL BOULEVARD
FILE: 10_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	6	4	8	0
0415-0430	4	5	6	0
0430-0445	1	2	4	0
0445-0500	1	4	6	0
0500-0515	0	5	7	0
0515-0530	0	0	6	0
0530-0545	2	5	6	0
0545-0600	0	1	5	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	1	0
0330-0345	2	1	0	0
0345-0400	0	0	1	0
0400-0415	0	1	0	0
0415-0430	2	0	0	0
0430-0445	0	1	1	0
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	12	15	24	0	51
0415-0515	6	16	23	0	45
0430-0530	2	11	23	0	36
0445-0545	3	14	25	0	42
0500-0600	2	10	19	0	31

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	2	1	2	0	5
0415-0515	2	2	2	0	6
0430-0530	4	2	1	0	7
0445-0545	2	2	2	0	6
0500-0600	2	2	1	0	5

THE TRAFFIC SOLUTION
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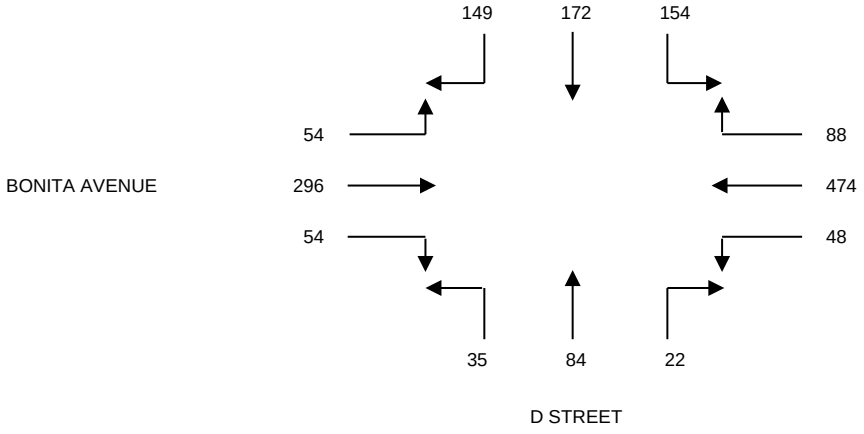
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION:	N/S	D STREET
	E/W	BONITA AVENUE
FILE NUMBER:		11-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	41	37	28	38	78	6	5	28	5	8	47	24
0715-0730	60	40	43	44	111	6	3	39	7	10	53	20
0730-0745	45	51	51	20	124	11	7	14	11	12	78	12
0745-0800	22	33	30	10	126	12	5	12	9	15	83	12
0800-0815	22	48	30	14	113	19	7	19	8	17	82	10
0815-0830	37	38	24	10	104	12	3	16	10	10	67	11
0830-0845	16	26	15	7	102	11	6	16	6	13	83	8
0845-0900	10	28	14	11	82	4	3	19	9	9	95	4

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	168	161	152	112	439	35	20	93	32	45	261	68	1586
0715-0815	149	172	154	88	474	48	22	84	35	54	296	54	1630
0730-0830	126	170	135	54	467	54	22	61	38	54	310	45	1536
0745-0845	97	145	99	41	445	54	21	63	33	55	315	41	1409
0800-0900	85	140	83	42	401	46	19	70	33	49	327	33	1328

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

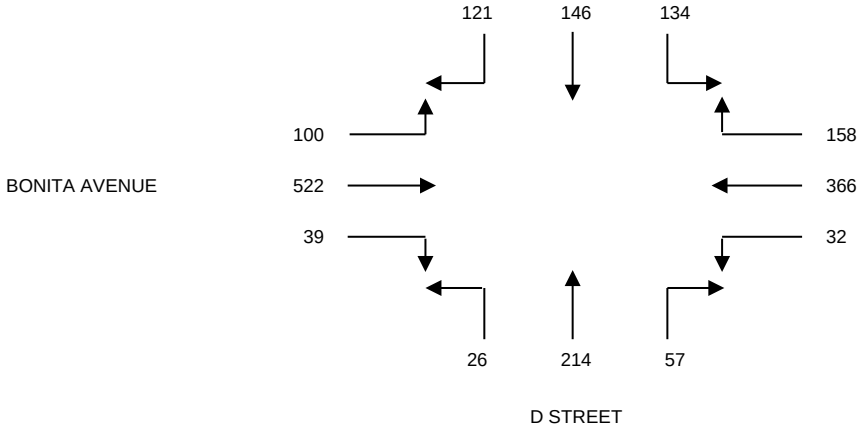
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION:	N/S	D STREET
	E/W	BONITA AVENUE
FILE NUMBER:		11-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	16	23	30	16	77	6	9	32	6	5	112	17
0415-0430	24	22	27	18	90	4	9	31	9	6	102	20
0430-0445	23	27	31	20	80	6	10	30	5	6	117	22
0445-0500	21	29	30	34	97	5	11	40	10	8	126	25
0500-0515	26	36	33	37	99	10	19	61	6	11	125	26
0515-0530	30	31	30	37	84	7	17	59	9	10	125	24
0530-0545	32	43	37	42	99	6	11	52	7	7	144	23
0545-0600	33	36	34	42	84	9	10	42	4	11	128	27

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	84	101	118	88	344	21	39	133	30	25	457	84	1524
0415-0515	94	114	121	109	366	25	49	162	30	31	470	93	1664
0430-0530	100	123	124	128	360	28	57	190	30	35	493	97	1765
0445-0545	109	139	130	150	379	28	58	212	32	36	520	98	1891
0500-0600	121	146	134	158	366	32	57	214	26	39	522	100	1915

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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FAX: 626-446-2877
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 07:00 AM TO 09:00 AM

INTERSECTION: D STREET

BONITA STREET

FILE: 11_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	7	1	2
0715-0730	2	23	9	2
0730-0745	1	6	10	3
0745-0800	1	3	5	5
0800-0815	1	3	1	3
0815-0830	2	4	3	2
0830-0845	2	5	5	4
0845-0900	1	1	1	3

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	1	1
0715-0730	3	1	2	0
0730-0745	1	0	1	0
0745-0800	0	0	1	0
0800-0815	2	0	0	1
0815-0830	3	0	2	1
0830-0845	0	1	0	0
0845-0900	5	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	5	39	25	12	81
0715-0815	5	35	25	13	78
0730-0830	5	16	19	13	53
0745-0845	6	15	14	14	49
0800-0900	5	12	9	9	35

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	4	2	5	1	12
0715-0815	6	1	4	1	12
0730-0830	6	0	4	2	12
0745-0845	5	1	3	2	11
0800-0900	5	1	2	2	10

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 04:00 PM TO 06:00 PM

INTERSECTION: D STREET

BONITA STREET

FILE: 11_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	1	4	4	3
0415-0430	2	0	0	5
0430-0445	0	2	3	5
0445-0500	0	0	4	5
0500-0515	0	3	0	5
0515-0530	2	10	4	3
0530-0545	1	5	8	7
0545-0600	0	4	5	6

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	1	0
0330-0345	0	0	4	1
0345-0400	0	0	0	1
0400-0415	0	0	4	0
0415-0430	2	0	2	0
0430-0445	2	0	1	0
0545-0600	3	1	3	0
				0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	3	6	11	18	38
0415-0515	2	5	7	20	34
0430-0530	2	15	11	18	46
0445-0545	3	18	16	20	57
0500-0600	3	18	12	15	48

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	5	2	7
0415-0515	0	0	9	2	11
0430-0530	2	0	10	2	14
0445-0545	4	0	7	1	12
0500-0600	4	0	7	0	11

THE TRAFFIC SOLUTION
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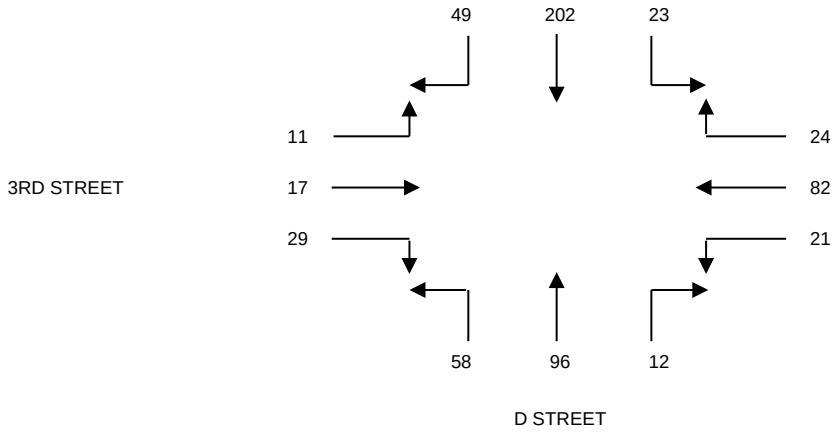
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION:	N/S	D STREET
	E/W	3RD STREET
FILE NUMBER:		12-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	7	30	2	4	10	1	1	24	3	2	5	0
0715-0730	8	42	5	10	12	2	3	42	6	3	9	4
0730-0745	10	59	7	6	19	2	3	30	6	4	7	3
0745-0800	16	37	5	5	17	5	2	22	14	8	3	2
0800-0815	12	56	5	7	24	7	2	24	19	7	3	3
0815-0830	11	50	6	6	22	7	5	20	19	10	4	3
0830-0845	11	36	4	4	17	3	2	25	16	5	5	2
0845-0900	9	27	4	5	13	1	2	17	16	7	7	2

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	41	168	19	25	58	10	9	118	29	17	24	9	527
0715-0815	46	194	22	28	72	16	10	118	45	22	22	12	607
0730-0830	49	202	23	24	82	21	12	96	58	29	17	11	624
0745-0845	50	179	20	22	80	22	11	91	68	30	15	10	598
0800-0900	43	169	19	22	76	18	11	86	70	29	19	10	572

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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FAX: 626-446-2877
.

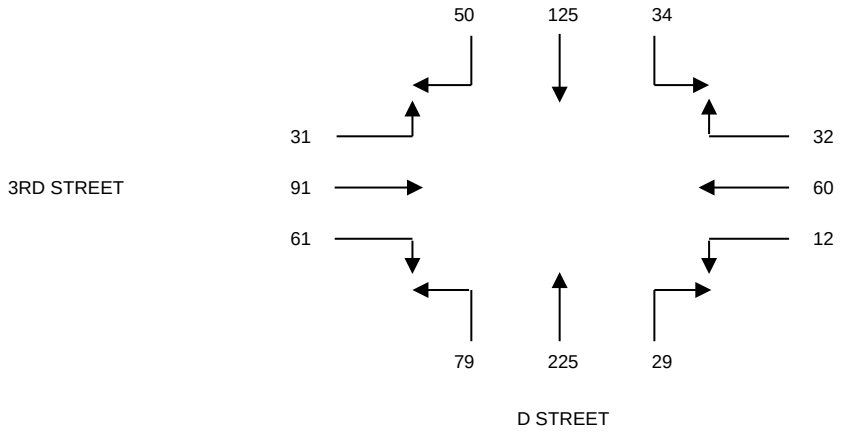
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S D STREET
E/W 3RD STREET
FILE NUMBER: 12-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	10	16	5	4	12	1	4	30	10	10	10	4
0415-0430	10	25	7	5	13	2	5	40	13	11	10	4
0430-0445	11	27	4	7	14	2	3	46	15	12	11	4
0445-0500	11	29	6	6	15	2	4	54	16	12	12	6
0500-0515	11	35	10	9	16	3	7	61	18	16	14	10
0515-0530	14	26	10	10	11	3	10	63	20	13	20	6
0530-0545	10	27	7	8	16	2	5	51	21	17	27	7
0545-0600	15	37	7	5	17	4	7	50	20	15	30	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	42	97	22	22	54	7	16	170	54	45	43	18	590
0415-0515	43	116	27	27	58	9	19	201	62	51	47	24	684
0430-0530	47	117	30	32	56	10	24	224	69	53	57	26	745
0445-0545	46	117	33	33	58	10	26	229	75	58	73	29	787
0500-0600	50	125	34	32	60	12	29	225	79	61	91	31	829

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 07:00 AM TO 09:00 AM

INTERSECTION: D STREET

3RD STREET

FILE: 12_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	4	10	12	10
0715-0730	6	9	13	11
0730-0745	4	9	12	13
0745-0800	5	9	15	11
0800-0815	11	10	16	15
0815-0830	4	4	7	9
0830-0845	6	10	9	16
0845-0900	7	6	17	14

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	1	0
0715-0730	0	1	1	0
0730-0745	1	0	1	1
0745-0800	1	1	1	0
0800-0815	1	1	1	0
0815-0830	1	1	1	0
0830-0845	0	0	1	0
0845-0900	0	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	19	37	52	45	153
0715-0815	26	37	56	50	169
0730-0830	24	32	50	48	154
0745-0845	26	33	47	51	157
0800-0900	21	24	32	40	117

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	3	2	4	1	10
0715-0815	3	3	4	1	11
0730-0830	4	3	4	1	12
0745-0845	3	3	4	0	10
0800-0900	2	2	3	0	7

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 04:00 PM TO 06:00 PM

INTERSECTION: D STREET

3RD STREET

FILE: 12_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	8	7	5	15
0415-0430	6	15	14	6
0430-0445	6	17	7	8
0445-0500	3	2	4	10
0500-0515	5	5	10	6
0515-0530	7	4	6	3
0530-0545	2	4	4	3
0545-0600	2	2	5	4

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	1	0	0	0
0315-0330	1	1	0	0
0330-0345	0	1	0	0
0345-0400	0	0	0	1
0400-0415	1	0	1	0
0415-0430	1	0	0	2
0430-0445	0	0	0	1
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	23	41	30	39	133
0415-0515	20	39	35	30	124
0430-0530	21	28	27	27	103
0445-0545	17	15	24	22	78
0500-0600	14	13	20	12	59

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	2	2	0	1	5
0415-0515	2	2	1	1	6
0430-0530	2	1	1	3	7
0445-0545	2	0	1	4	7
0500-0600	2	0	1	3	6

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

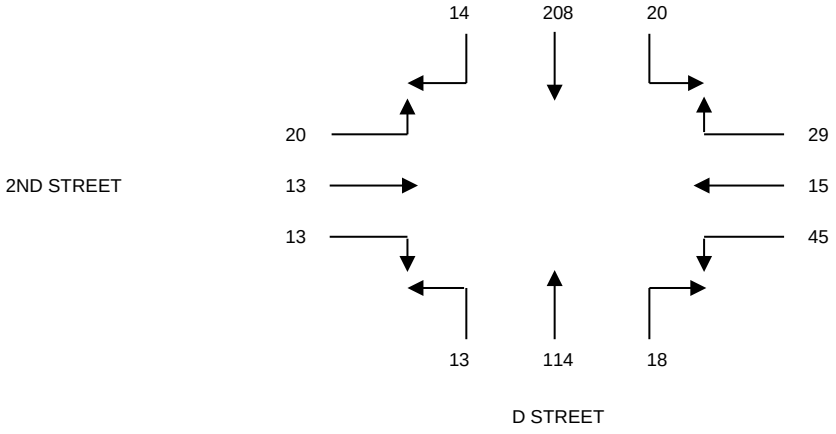
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S D STREET
E/W 2ND STREET
FILE NUMBER: 13-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	0	29	2	5	1	4	1	24	0	3	1	0
0715-0730	0	31	2	4	2	9	3	28	1	2	0	2
0730-0745	2	49	6	6	3	10	2	28	2	2	3	5
0745-0800	4	53	8	5	5	14	6	30	4	2	5	5
0800-0815	3	60	4	8	3	10	5	32	4	3	2	4
0815-0830	5	46	2	10	4	11	5	24	3	6	3	6
0830-0845	2	40	1	5	4	5	3	26	2	5	2	3
0845-0900	3	42	2	3	6	6	1	32	1	2	2	6

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	6	162	18	20	11	37	12	110	7	9	9	12	413
0715-0815	9	193	20	23	13	43	16	118	11	9	10	16	481
0730-0830	14	208	20	29	15	45	18	114	13	13	13	20	522
0745-0845	14	199	15	28	16	40	19	112	13	16	12	18	502
0800-0900	13	188	9	26	17	32	14	114	10	16	9	19	467

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

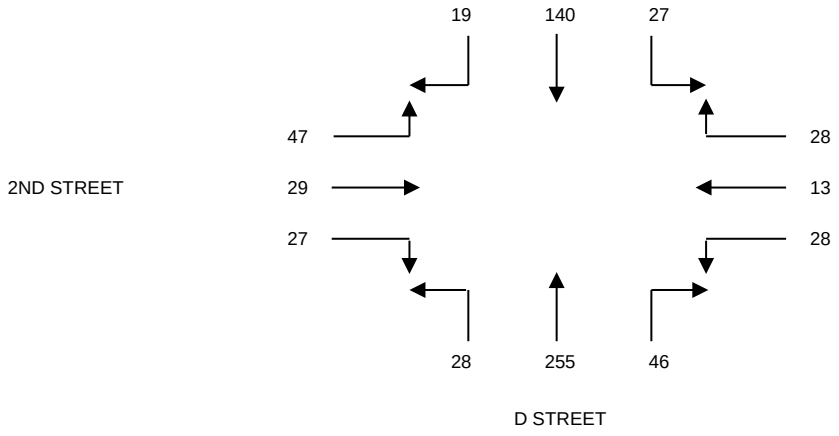
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S D STREET
E/W 2ND STREET
FILE NUMBER: 13-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	3	26	7	11	2	7	12	43	5	4	9	6
0415-0430	2	22	4	6	3	4	5	39	4	5	6	4
0430-0445	3	28	3	5	5	4	9	49	4	7	7	7
0445-0500	3	35	4	5	3	7	8	44	2	7	8	11
0500-0515	3	45	6	7	4	8	11	70	4	14	11	17
0515-0530	4	30	8	10	3	5	10	69	8	8	7	14
0530-0545	5	32	5	5	3	7	12	65	7	3	4	8
0545-0600	7	33	8	6	3	8	13	51	9	2	7	8

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	11	111	18	27	13	22	34	175	15	23	30	28	507
0415-0515	11	130	17	23	15	23	33	202	14	33	32	39	572
0430-0530	13	138	21	27	15	24	38	232	18	36	33	49	644
0445-0545	15	142	23	27	13	27	41	248	21	32	30	50	669
0500-0600	19	140	27	28	13	28	46	255	28	27	29	47	687

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 07:00 AM TO 09:00 AM

INTERSECTION: D STREET

2ND STREET

FILE: 13_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	3	0	2	6
0715-0730	1	1	7	19
0730-0745	4	4	8	13
0745-0800	3	2	16	5
0800-0815	3	2	10	7
0815-0830	5	7	18	6
0830-0845	8	11	32	12
0845-0900	9	5	42	12

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	1	0	0	0
0745-0800	1	1	1	1
0800-0815	0	0	0	0
0815-0830	1	0	0	0
0830-0845	1	1	1	0
0845-0900	1	0	1	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	11	7	33	43	94
0715-0815	11	9	41	44	105
0730-0830	15	15	52	31	113
0745-0845	19	22	76	30	147
0800-0900	16	20	60	25	121

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	2	1	1	1	5
0715-0815	2	1	1	1	5
0730-0830	3	1	1	1	6
0745-0845	3	2	2	1	8
0800-0900	2	1	1	0	4

THE TRAFFIC SOLUTION
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trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: D STREET
2ND STREET
FILE: 13_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	22	9	28	21
0415-0430	12	7	25	16
0430-0445	7	6	32	10
0445-0500	21	20	70	33
0500-0515	27	13	54	20
0515-0530	11	19	36	16
0530-0545	24	6	39	12
0545-0600	7	10	42	10

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	0	0
0330-0345	0	0	0	0
0345-0400	0	0	0	0
0400-0415	0	0	1	0
0415-0430	0	0	1	0
0430-0445	0	0	0	0
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	62	42	155	80	339
0415-0515	67	46	181	79	373
0430-0530	66	58	192	79	395
0445-0545	83	58	199	81	421
0500-0600	62	38	129	48	277

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	0	0	0	0
0415-0515	0	0	1	0	1
0430-0530	0	0	2	0	2
0445-0545	0	0	2	0	2
0500-0600	0	0	2	0	2

THE TRAFFIC SOLUTION
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trafsolutn@aol.com

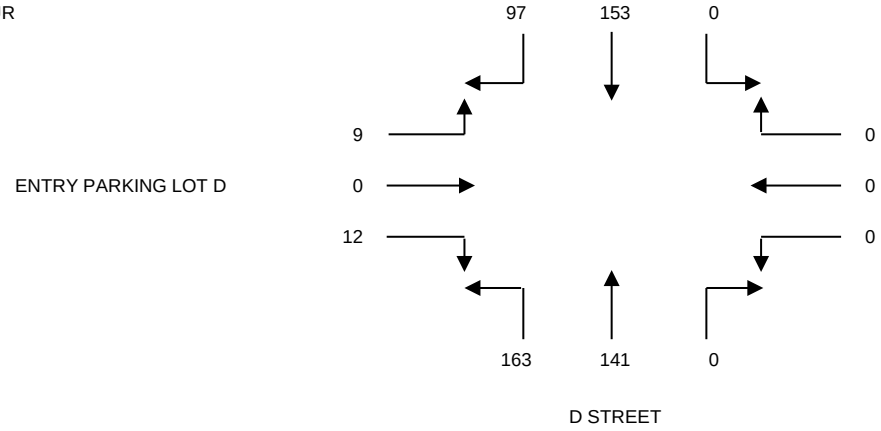
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S D STREET
E/W ENTRY PARKING LOT D
FILE NUMBER: 14-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	4	32	0	0	0	0	0	27	5	2	0	1
0715-0730	8	47	0	0	0	0	0	45	9	2	0	1
0730-0745	6	55	0	0	0	0	0	30	18	3	0	1
0745-0800	18	28	0	0	0	0	0	33	29	4	0	2
0800-0815	34	36	0	0	0	0	0	42	56	3	0	4
0815-0830	39	34	0	0	0	0	0	36	60	2	0	2
0830-0845	14	36	0	0	0	0	0	26	27	2	0	4
0845-0900	10	29	0	0	0	0	0	25	14	5	0	0

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	36	162	0	0	0	0	0	135	61	11	0	5	410
0715-0815	66	166	0	0	0	0	0	150	112	12	0	8	514
0730-0830	97	153	0	0	0	0	0	141	163	12	0	9	575
0745-0845	105	134	0	0	0	0	0	137	172	11	0	12	571
0800-0900	97	135	0	0	0	0	0	129	157	12	0	10	540

A.M. PEAK HOUR
0730-0830



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S D STREET
E/W ENTRY PARKING LOT D
FILE NUMBER: 14-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	5	38	0	0	0	0	0	44	9	27	0	15
0415-0430	4	27	0	0	0	0	0	39	11	20	0	15
0430-0445	10	25	0	0	0	0	0	53	12	12	0	8
0445-0500	10	30	0	0	0	0	0	44	5	22	0	12
0500-0515	12	55	0	0	0	0	0	67	12	53	0	18
0515-0530	5	43	0	0	0	0	0	71	11	26	0	13
0530-0545	9	33	0	0	0	0	0	76	16	21	0	15
0545-0600	11	25	0	0	0	0	0	64	15	14	0	9

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	29	120	0	0	0	0	0	180	37	81	0	50	497
0415-0515	36	137	0	0	0	0	0	203	40	107	0	53	576
0430-0530	37	153	0	0	0	0	0	235	40	113	0	51	629
0445-0545	36	161	0	0	0	0	0	258	44	122	0	58	679
0500-0600	37	156	0	0	0	0	0	278	54	114	0	55	694

P.M. PEAK HOUR
0500-0600

DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 07:00 AM TO 09:00 AM

INTERSECTION: D STREET

ENTRY INTO PARKING STRUCTURE D

FILE: 14_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	3	0	0	4
0715-0730	4	0	0	2
0730-0745	7	0	0	5
0745-0800	13	0	0	5
0800-0815	11	0	0	1
0815-0830	20	0	0	3
0830-0845	10	0	0	1
0845-0900	4	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	0	0	0
0800-0815	0	0	0	0
0815-0830	1	0	0	0
0830-0845	1	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	27	0	0	16	43
0715-0815	35	0	0	13	48
0730-0830	51	0	0	14	65
0745-0845	54	0	0	10	64
0800-0900	41	0	0	5	46

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	0	0	0	0
0715-0815	0	0	0	0	0
0730-0830	1	0	0	0	1
0745-0845	2	0	0	0	2
0800-0900	2	0	0	0	2

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: D STREET
ENTRY INTO PARKING STRUCTURE D
FILE: 14_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	15	0	0	4
0415-0430	11	0	0	2
0430-0445	20	0	0	0
0445-0500	15	0	0	5
0500-0515	29	0	0	2
0515-0530	19	0	0	1
0530-0545	10	0	0	3
0545-0600	12	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	1	0	0	0
0330-0345	0	0	0	0
0345-0400	0	0	0	0
0400-0415	0	0	0	0
0415-0430	0	0	0	0
0430-0445	0	0	0	0
0545-0600	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	61	0	0	11	72
0415-0515	75	0	0	9	84
0430-0530	83	0	0	8	91
0445-0545	73	0	0	11	84
0500-0600	58	0	0	6	64

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	0	0	0	1
0415-0515	1	0	0	0	1
0430-0530	0	0	0	0	0
0445-0545	0	0	0	0	0
0500-0600	0	0	0	0	0

THE TRAFFIC SOLUTION
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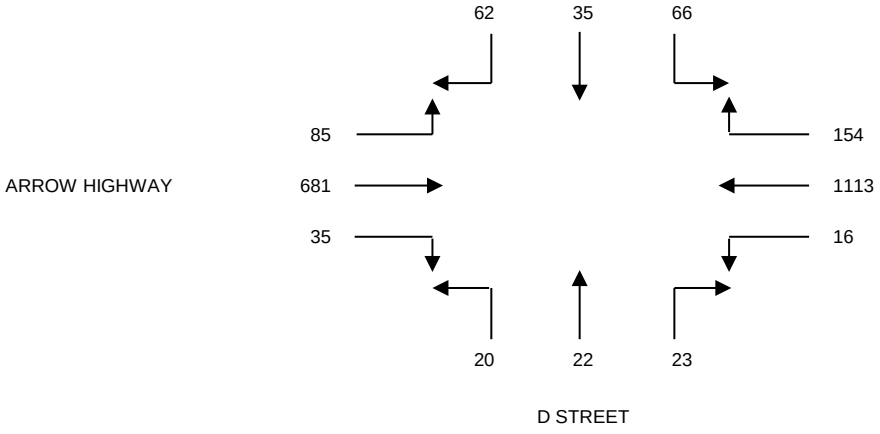
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		07:00 AM TO 09:00 AM
INTERSECTION:	N/S	D STREET
	E/W	ARROW HIGHWAY
FILE NUMBER:		15-AM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0700-0715	11	10	14	16	225	2	3	5	1	6	104	13
0715-0730	19	6	17	26	309	3	3	9	2	7	146	19
0730-0745	18	12	24	27	264	3	7	5	9	11	176	16
0745-0800	14	6	15	46	312	5	6	3	4	9	186	23
0800-0815	11	11	10	55	228	5	7	5	5	8	173	27
0815-0830	11	8	11	80	200	3	4	4	2	3	168	23
0830-0845	6	11	13	40	182	3	3	4	5	3	160	17
0845-0900	11	8	19	28	158	2	6	2	2	5	156	10

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0700-0800	62	34	70	115	1110	13	19	22	16	33	612	71	2177
0715-0815	62	35	66	154	1113	16	23	22	20	35	681	85	2312
0730-0830	54	37	60	208	1004	16	24	17	20	31	703	89	2263
0745-0845	42	36	49	221	922	16	20	16	16	23	687	90	2138
0800-0900	39	38	53	203	768	13	20	15	14	19	657	77	1916

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

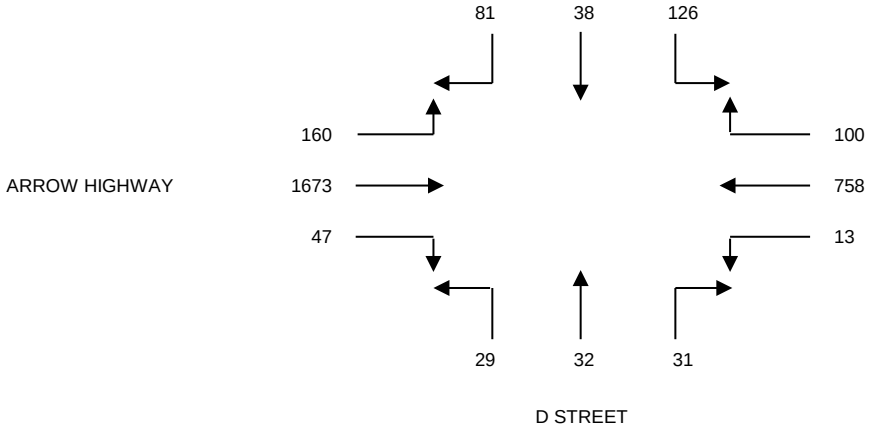
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S D STREET
E/W ARROW HIGHWAY
FILE NUMBER: 15-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	23	5	22	19	120	2	8	5	6	13	379	22
0415-0430	21	9	23	17	143	4	7	5	6	15	410	31
0430-0445	15	6	20	19	175	2	9	8	9	16	424	39
0445-0500	18	7	26	20	192	3	5	6	7	10	414	37
0500-0515	24	12	45	32	201	6	9	8	5	11	412	37
0515-0530	24	13	35	29	190	2	8	10	8	10	423	47
0530-0545	19	10	29	35	188	3	5	8	5	7	391	30
0545-0600	13	8	21	36	164	2	7	9	3	6	388	43

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	77	27	91	75	630	11	29	24	28	54	1627	129	2802
0415-0515	78	34	114	88	711	15	30	27	27	52	1660	144	2980
0430-0530	81	38	126	100	758	13	31	32	29	47	1673	160	3088
0445-0545	85	42	135	116	771	14	27	32	25	38	1640	151	3076
0500-0600	80	43	130	132	743	13	29	35	21	34	1614	157	3031

P.M. PEAK HOUR
0430-0530



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: D STREET
ARROW HIGHWAY
FILE: 15_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	3
0715-0730	0	1	1	5
0730-0745	0	1	0	0
0745-0800	1	0	0	1
0800-0815	1	0	0	0
0815-0830	0	1	0	0
0830-0845	0	0	1	2
0845-0900	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	0	0
0715-0730	0	0	0	0
0730-0745	0	0	0	0
0745-0800	0	1	2	0
0800-0815	0	1	1	0
0815-0830	1	0	0	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	2	2	9	14
0715-0815	2	2	1	6	11
0730-0830	2	2	0	1	5
0745-0845	2	1	1	3	7
0800-0900	1	1	1	2	5

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	1	2	0	3
0715-0815	0	2	3	0	5
0730-0830	1	2	3	0	6
0745-0845	1	2	3	0	6
0800-0900	1	1	1	0	3

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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626.485.8048 PHONE
trafsolutn@aol.com

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: D STREET
ARROW HIGHWAY
FILE: 15_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	1	1	0
0415-0430	0	1	1	2
0430-0445	0	0	2	2
0445-0500	0	0	2	2
0500-0515	0	0	0	2
0515-0530	1	1	1	0
0530-0545	0	0	0	0
0545-0600	0	0	0	1

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	0
0315-0330	0	0	0	3
0330-0345	1	0	0	0
0345-0400	0	0	2	2
0400-0415	0	0	0	0
0415-0430	0	0	1	0
0430-0445	0	0	0	0
0545-0600	0	0	1	0

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	2	6	6	14
0415-0515	0	1	5	8	14
0430-0530	1	1	5	6	13
0445-0545	1	1	3	4	9
0500-0600	1	1	1	2	5

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	0	2	5	8
0415-0515	1	0	2	5	8
0430-0530	1	0	3	2	6
0445-0545	0	0	3	2	5
0500-0600	0	0	1	0	1

THE TRAFFIC SOLUTION
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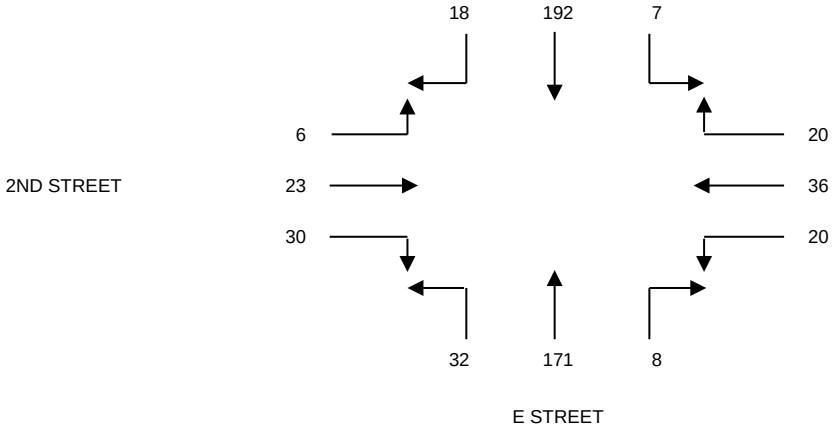
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S E STREET
E/W 2ND STREET
FILE NUMBER: 16-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	3	31	0	3	8	1	0	24	2	5	1	0
0715-0730	6	50	1	7	5	4	3	38	5	4	2	2
0730-0745	2	50	3	4	9	6	1	26	10	7	4	1
0745-0800	3	42	1	5	10	7	3	51	10	10	9	2
0800-0815	7	50	2	4	12	3	1	56	7	9	8	1
0815-0830	2	39	1	3	10	2	2	38	14	5	3	3
0830-0845	2	26	1	2	4	2	2	22	10	3	2	1
0845-0900	3	39	0	0	3	4	3	36	12	5	0	1

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	14	173	5	19	32	18	7	139	27	26	16	5	481
0715-0815	18	192	7	20	36	20	8	171	32	30	23	6	563
0730-0830	14	181	7	16	41	18	7	171	41	31	24	7	558
0745-0845	14	157	5	14	36	14	8	167	41	27	22	7	512
0800-0900	14	154	4	9	29	11	8	152	43	22	13	6	465

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

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329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

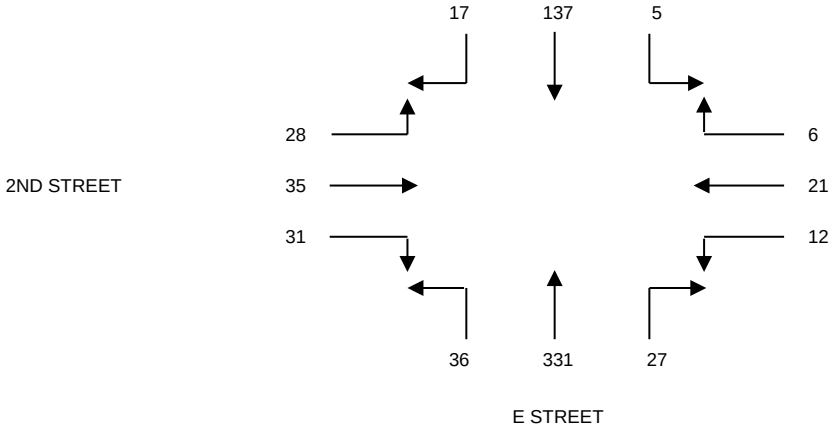
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: N/S E STREET
E/W 2ND STREET
FILE NUMBER: 16-PM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0400-0415	3	34	1	3	3	1	5	59	9	9	7	5
0415-0430	2	24	0	0	4	1	4	60	6	9	6	2
0430-0445	2	20	2	2	5	2	4	59	6	8	6	3
0445-0500	2	25	1	3	7	3	3	71	6	14	5	2
0500-0515	4	38	3	2	4	2	6	80	5	13	11	4
0515-0530	5	28	0	1	4	5	9	67	10	8	7	8
0530-0545	3	36	0	2	6	2	6	89	8	4	9	9
0545-0600	5	35	2	1	7	3	6	95	13	6	8	7

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0400-0500	9	103	4	8	19	7	16	249	27	40	24	12	518
0415-0515	10	107	6	7	20	8	17	270	23	44	28	11	551
0430-0530	13	111	6	8	20	12	22	277	27	43	29	17	585
0445-0545	14	127	4	8	21	12	24	307	29	39	32	23	640
0500-0600	17	137	5	6	21	12	27	331	36	31	35	28	686

P.M. PEAK HOUR
0500-0600



DATA PROVIDED BY:

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329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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FAX: 626-446-2877
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: E STREET
2ND STREET
FILE: 16_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	1	0	1	0
0715-0730	2	0	0	0
0730-0745	3	0	2	2
0745-0800	2	2	1	2
0800-0815	4	1	3	1
0815-0830	0	0	2	3
0830-0845	0	0	0	2
0845-0900	2	1	2	1

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	0
0715-0730	0	0	0	0
0730-0745	0	2	1	0
0745-0800	0	0	0	0
0800-0815	2	1	0	1
0815-0830	0	1	0	0
0830-0845	0	0	0	4
0845-0900	0	0	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	8	2	4	4	18
0715-0815	11	3	6	5	25
0730-0830	9	3	8	8	28
0745-0845	6	3	6	8	23
0800-0900	4	1	5	6	16

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	3	1	0	4
0715-0815	2	3	1	1	7
0730-0830	2	4	1	1	8
0745-0845	2	2	0	5	9
0800-0900	2	2	0	5	9

THE TRAFFIC SOLUTION
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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LA VERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 04:00 PM TO 06:00 PM
INTERSECTION: E STREET
2ND STREET
FILE: 16_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	1	0	0	0
0415-0430	0	0	0	2
0430-0445	3	1	5	3
0445-0500	1	1	1	1
0500-0515	0	0	0	1
0515-0530	0	0	0	1
0530-0545	1	0	0	0
0545-0600	0	1	2	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	0	1
0315-0330	0	0	0	2
0330-0345	0	1	0	0
0345-0400	0	0	1	1
0400-0415	0	0	0	1
0415-0430	0	0	1	2
0430-0445	0	1	0	2
0545-0600	0	1	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	5	2	6	6	19
0415-0515	4	2	6	7	19
0430-0530	4	2	6	6	18
0445-0545	2	1	1	3	7
0500-0600	1	0	0	2	3

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	1	1	4	6
0415-0515	0	1	1	4	6
0430-0530	0	1	2	4	7
0445-0545	0	1	2	6	9
0500-0600	0	1	1	5	7

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
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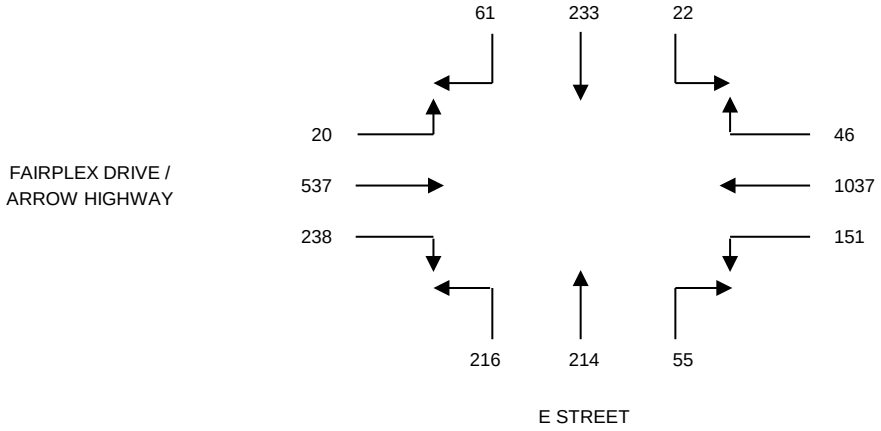
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: LLG - PASADENA
PROJECT: CITY OF LAVERNE
DATE: THURSDAY, SEPTEMBER 08, 2016
PERIOD: 07:00 AM TO 09:00 AM
INTERSECTION: N/S E STREET
E/W FAIRPLEX DRIVE / ARROW HIGHWAY
FILE NUMBER: 17-AM

15 MINUTE	1	2	3	4	5	6	7	8	9	10	11	12
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT
0700-0715	7	43	2	9	196	24	5	22	28	37	83	3
0715-0730	16	52	3	8	294	36	12	50	45	45	127	4
0730-0745	14	63	4	10	290	26	11	48	49	68	140	5
0745-0800	17	66	7	12	245	37	19	65	58	70	145	3
0800-0815	14	52	8	16	208	52	13	51	64	55	125	8
0815-0830	13	30	5	12	180	30	12	44	52	35	139	8
0830-0845	7	30	2	7	214	33	13	30	42	32	152	5
0845-0900	6	28	2	7	161	31	8	39	44	35	146	4

1 HOUR	1	2	3	4	5	6	7	8	9	10	11	12	
TOTALS	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTALS
0700-0800	54	224	16	39	1025	123	47	185	180	220	495	15	2623
0715-0815	61	233	22	46	1037	151	55	214	216	238	537	20	2830
0730-0830	58	211	24	50	923	145	55	208	223	228	549	24	2698
0745-0845	51	178	22	47	847	152	57	190	216	192	561	24	2537
0800-0900	40	140	17	42	763	146	46	164	202	157	562	25	2304

A.M. PEAK HOUR
0715-0815



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
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FAX: 626-446-2877
.

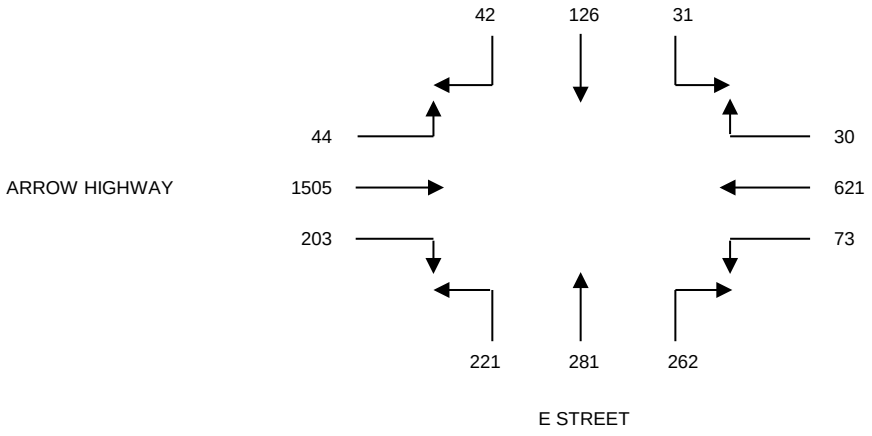
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		LLG - PASADENA
PROJECT:		CITY OF LAVERNE
DATE:		THURSDAY, SEPTEMBER 08, 2016
PERIOD:		04:00 PM TO 06:00 PM
INTERSECTION:	N/S	E STREET
	E/W	ARROW HIGHWAY
FILE NUMBER:		17-PM

15 MINUTE TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT
0400-0415	5	28	3	9	120	29	35	67	46	54	347	7
0415-0430	7	31	5	11	130	22	49	68	61	46	383	7
0430-0445	10	25	6	5	138	20	40	60	53	57	375	10
0445-0500	8	33	6	6	128	21	61	57	44	43	378	10
0500-0515	11	28	8	6	154	15	54	80	52	54	368	11
0515-0530	10	33	10	10	189	18	64	73	52	65	404	10
0530-0545	13	32	7	8	150	19	83	71	73	41	355	13
0545-0600	16	34	4	11	132	16	58	81	50	30	349	8

1 HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTALS
0400-0500	30	117	20	31	516	92	185	252	204	200	1483	34	3164
0415-0515	36	117	25	28	550	78	204	265	210	200	1504	38	3255
0430-0530	39	119	30	27	609	74	219	270	201	219	1525	41	3373
0445-0545	42	126	31	30	621	73	262	281	221	203	1505	44	3439
0500-0600	50	127	29	35	625	68	259	305	227	190	1476	42	3433

P.M. PEAK HOUR
0445-0545



DATA PROVIDED BY:

THE TRAFFIC SOLUTION
329 DIAMOND STREET
ARCADIA, CALIFORNIA 91005
PH: 626-446-7978
FAX: 626-446-2877
.

PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 07:00 AM TO 09:00 AM

INTERSECTION: E STREET

FAIRPLEX DRIVE / ARROW HIGHWAY

FILE: 17_AMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	0	1	0
0715-0730	1	0	0	1
0730-0745	0	1	1	1
0745-0800	0	0	0	1
0800-0815	0	0	0	0
0815-0830	0	0	1	0
0830-0845	0	0	0	0
0845-0900	0	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0700-0715	0	1	0	1
0715-0730	0	1	0	0
0730-0745	0	2	0	1
0745-0800	0	0	0	0
0800-0815	1	0	2	2
0815-0830	0	1	0	1
0830-0845	1	0	0	4
0845-0900	0	0	0	1

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	1	1	2	3	7
0715-0815	1	1	1	3	6
0730-0830	0	1	2	2	5
0745-0845	0	0	1	1	2
0800-0900	0	0	1	0	1

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0700-0800	0	4	0	2	6
0715-0815	1	3	2	3	9
0730-0830	1	3	2	4	10
0745-0845	2	1	2	7	12
0800-0900	2	1	2	7	12

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PEDESTRIAN - BICYCLE COUNT SUMMARY

CLIENT: LLG - PASADENA

PROJECT: CITY OF LA VERNE

DATE: THURSDAY, SEPTEMBER 08, 2016

PERIOD: 04:00 PM TO 06:00 PM

INTERSECTION: E STREET

FAIRPLEX DRIVE / ARROW HIGHWAY

FILE: 17_PMPED-BIKE

	PEDESTRIAN MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0400-0415	0	0	2	1
0415-0430	0	1	1	1
0430-0445	0	0	0	0
0445-0500	1	0	2	1
0500-0515	1	2	1	2
0515-0530	0	0	3	1
0530-0545	0	2	0	0
0545-0600	1	0	0	0

	BICYCLIST MOVEMENTS			
15-MINUTE PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D
0300-0315	0	0	2	1
0315-0330	0	1	1	2
0330-0345	0	2	0	0
0345-0400	0	1	1	0
0400-0415	0	1	2	0
0415-0430	0	0	1	1
0430-0445	0	0	0	6
0545-0600	0	1	1	3

	PEDESTRIAN MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	1	1	5	3	10
0415-0515	2	3	4	4	13
0430-0530	2	2	6	4	14
0445-0545	2	4	6	4	16
0500-0600	1	4	4	3	12

	BICYCLIST MOVEMENTS				
1-HOUR PERIOD	NORTH LEG A	EAST LEG B	SOUTH LEG C	WEST LEG D	TOTALS
0400-0500	0	4	4	3	11
0415-0515	0	5	4	2	11
0430-0530	0	4	4	1	9
0445-0545	0	2	4	7	13
0500-0600	0	1	3	7	11

THE TRAFFIC SOLUTION
9 ALTA STREET UNIT E
ARCADIA, CALIFORNIA 91006
626.485.8048 PHONE
trafsolutn@aol.com

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : White_Arrow
Site Code : 00000000
Start Date : 9/29/2016
Page No : 1

Groups Printed- Unshifted

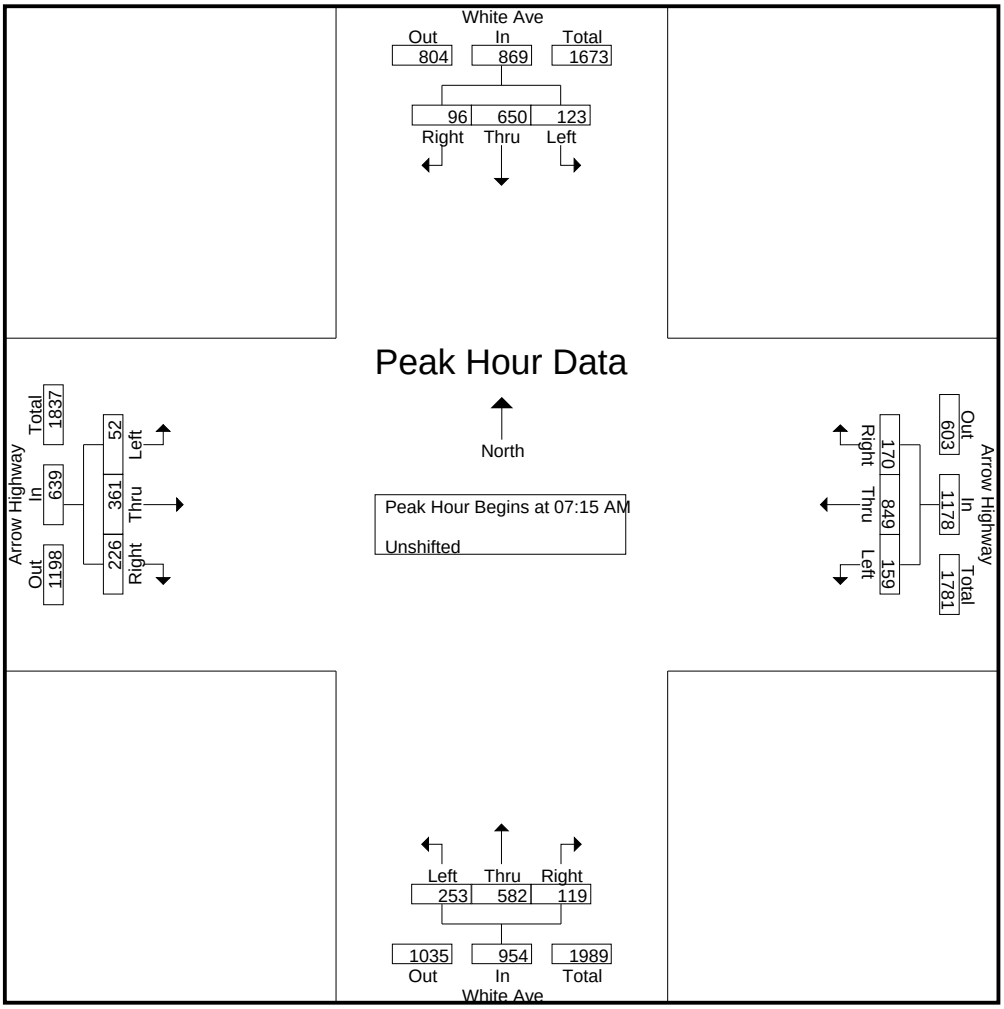
	White Ave Southbound			Arrow Highway Westbound			White Ave Northbound			Arrow Highway Eastbound			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	17	121	27	29	206	23	37	88	21	8	64	23	664
07:15 AM	28	146	17	36	193	43	59	158	13	18	73	40	824
07:30 AM	30	186	26	34	228	33	72	134	30	8	77	61	919
07:45 AM	28	179	36	43	202	31	65	154	37	10	101	81	967
Total	103	632	106	142	829	130	233	534	101	44	315	205	3374
08:00 AM	37	139	17	46	226	63	57	136	39	16	110	44	930
08:15 AM	39	120	23	32	125	34	62	117	33	14	82	32	713
08:30 AM	17	117	33	40	134	18	51	82	17	29	79	30	647
08:45 AM	23	122	24	23	109	28	41	81	32	12	74	40	609
Total	116	498	97	141	594	143	211	416	121	71	345	146	2899
04:00 PM	29	128	14	33	86	34	37	119	30	35	246	52	843
04:15 PM	37	80	15	42	99	32	28	113	28	54	275	57	860
04:30 PM	31	109	25	41	123	31	36	129	29	43	336	69	1002
04:45 PM	36	104	10	30	100	45	44	145	19	46	310	58	947
Total	133	421	64	146	408	142	145	506	106	178	1167	236	3652
05:00 PM	34	133	19	42	123	38	34	128	42	62	314	72	1041
05:15 PM	53	114	17	40	96	47	51	138	35	56	341	77	1065
05:30 PM	43	110	26	37	104	42	36	150	44	66	319	67	1044
05:45 PM	22	99	20	37	97	33	35	135	35	54	265	64	896
Total	152	456	82	156	420	160	156	551	156	238	1239	280	4046
Grand Total	504	2007	349	585	2251	575	745	2007	484	531	3066	867	13971
Apprch %	17.6	70.2	12.2	17.2	66	16.9	23	62	15	11.9	68.7	19.4	
Total %	3.6	14.4	2.5	4.2	16.1	4.1	5.3	14.4	3.5	3.8	21.9	6.2	

CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : White_Arrow
Site Code : 00000000
Start Date : 9/29/2016
Page No : 2

	White Ave Southbound				Arrow Highway Westbound				White Ave Northbound				Arrow Highway 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 07:15 AM																	
07:15 AM	28	146	17	191	36	193	43	272	59	**158**	13	230	**18**	73	40	131	824
07:30 AM	30	**186**	26	242	34	**228**	33	295	**72**	134	30	236	8	77	61	146	919
07:45 AM	28	179	**36**	**243**	43	202	31	276	65	154	37	**256**	10	101	**81**	**192**	**967**
08:00 AM	**37**	139	17	193	**46**	226	**63**	**335**	57	136	**39**	232	16	**110**	44	170	930
Total Volume	123	650	96	869	159	849	170	1178	253	582	119	954	52	361	226	639	3640
% App. Total	14.2	74.8	11		13.5	72.1	14.4		26.5	61	12.5		8.1	56.5	35.4		
PHF	.831	.874	.667	.894	.864	.931	.675	.879	.878	.921	.763	.932	.722	.820	.698	.832	.941

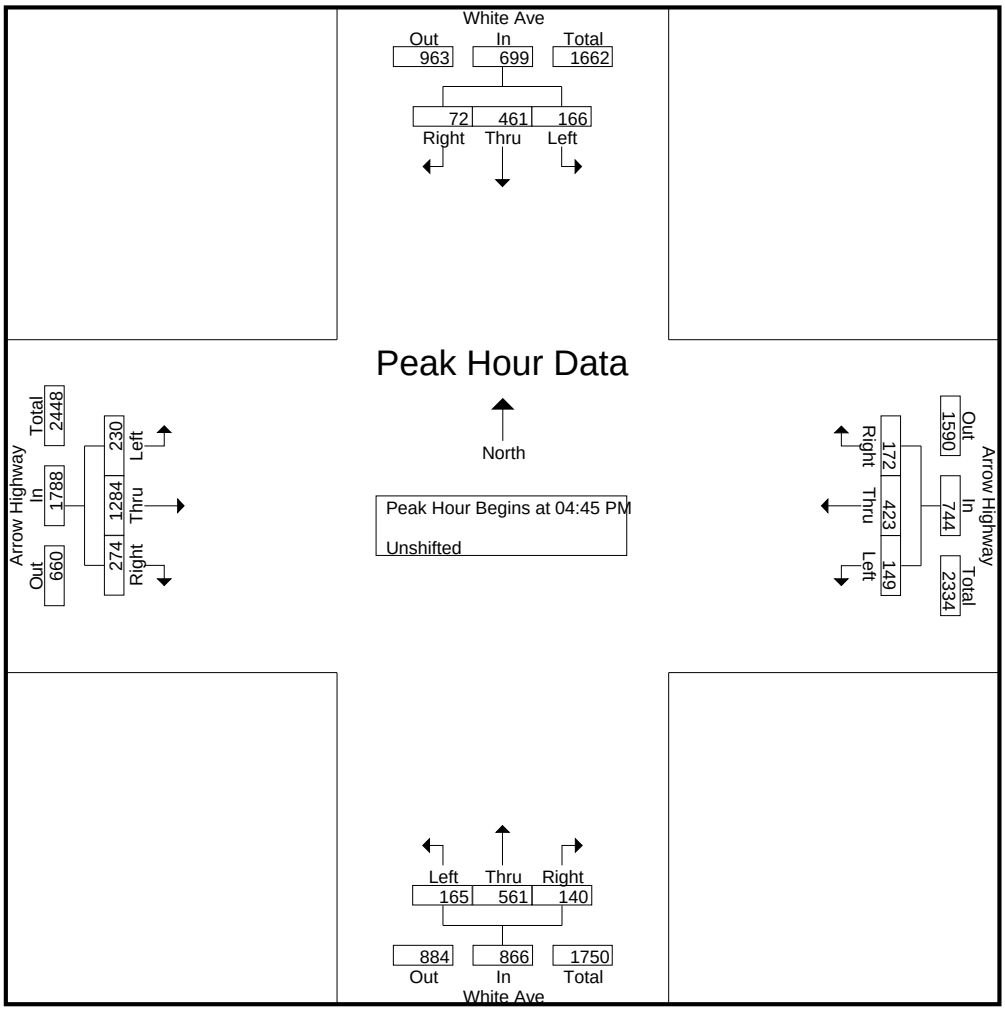


CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : White_Arrow
Site Code : 00000000
Start Date : 9/29/2016
Page No : 3

	White Ave Southbound				Arrow Highway Westbound				White Ave Northbound				Arrow Highway 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 04:45 PM																	
04:45 PM	36	104	10	150	30	100	45	175	44	145	19	208	46	310	58	414	947
05:00 PM	34	**133**	19	**186**	**42**	**123**	38	**203**	34	128	42	204	62	314	72	448	1041
05:15 PM	**53**	114	17	184	40	96	**47**	183	**51**	138	35	224	56	**341**	**77**	**474**	**1065**
05:30 PM	43	110	**26**	179	37	104	42	183	36	**150**	**44**	**230**	**66**	319	67	452	1044
Total Volume	166	461	72	699	149	423	172	744	165	561	140	866	230	1284	274	1788	4097
% App. Total	23.7	66	10.3		20	56.9	23.1		19.1	64.8	16.2		12.9	71.8	15.3		
PHF	.783	.867	.692	.940	.887	.860	.915	.916	.809	.935	.795	.941	.871	.941	.890	.943	.962



CITY TRAFFIC COUNTERS

www.ctcounters.com

File Name : White_Arrow_BP
Site Code : 00000000
Start Date : 9/29/2016
Page No : 1

Groups Printed- Bank 1

	White Ave Southbound		Arrow Highway Westbound		White Ave Northbound		Arrow Highway Eastbound		
Start Time	Thru	Peds	Thru	Peds	Thru	Peds	Thru	Peds	Int. Total
07:00 AM	0	0	3	0	0	0	1	0	4
07:15 AM	0	0	0	0	1	0	0	0	1
07:30 AM	0	0	2	1	0	0	1	1	5
07:45 AM	1	0	1	0	0	1	0	0	3
Total	1	0	6	1	1	1	2	1	13
08:00 AM	0	0	0	0	0	0	0	2	2
08:15 AM	0	0	1	0	1	0	1	0	3
08:30 AM	0	1	0	2	0	2	0	0	5
08:45 AM	0	0	1	0	0	0	0	1	2
Total	0	1	2	2	1	2	1	3	12
04:15 PM	2	0	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	5	0	0	5
04:45 PM	1	0	3	0	0	0	0	0	4
Total	3	0	4	0	0	5	0	0	12
05:00 PM	0	0	0	2	0	1	0	1	4
05:15 PM	0	0	0	1	0	1	0	0	2
05:30 PM	1	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	1
Total	1	0	1	3	0	2	1	1	9
Grand Total	5	1	13	6	2	10	4	5	46
Apprch %	83.3	16.7	68.4	31.6	16.7	83.3	44.4	55.6	
Total %	10.9	2.2	28.3	13	4.3	21.7	8.7	10.9	

CITY TRAFFIC COUNTERS

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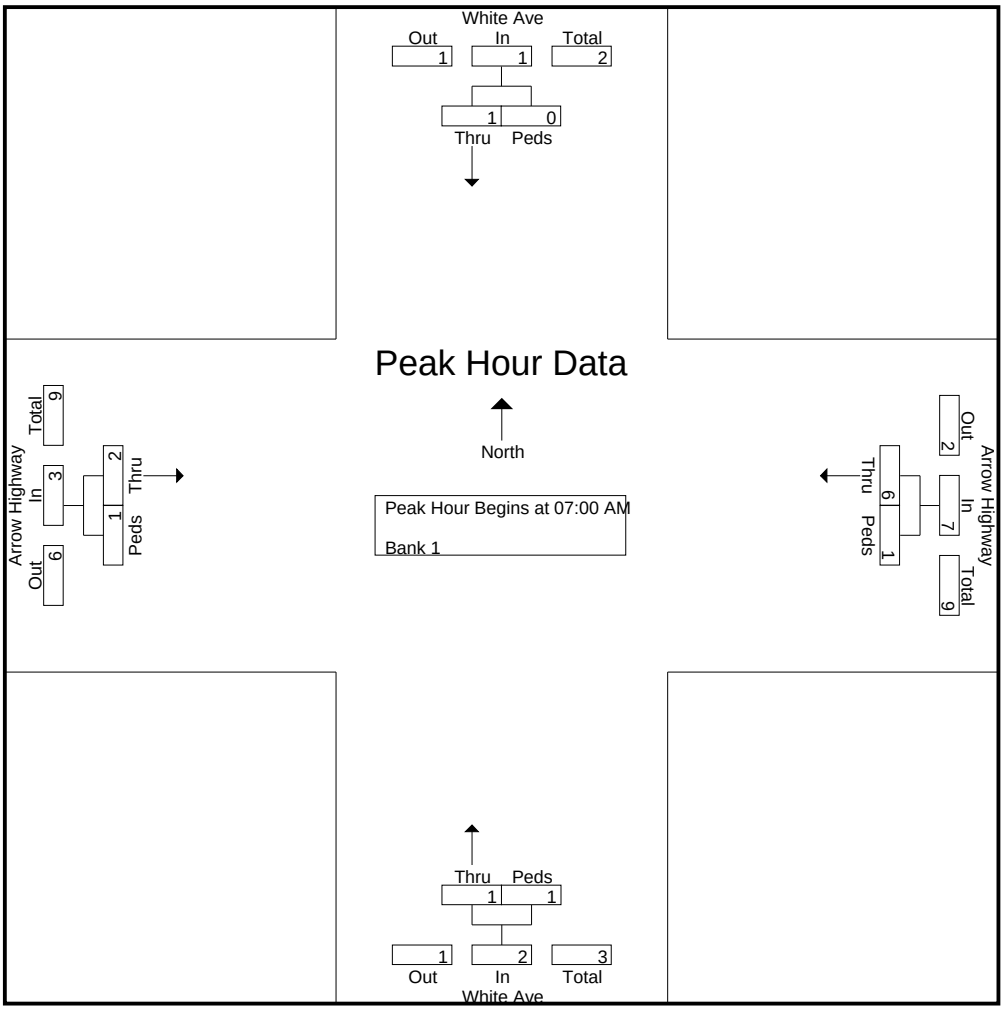
File Name : White_Arrow_BP
Site Code : 00000000
Start Date : 9/29/2016
Page No : 2

	White Ave Southbound			Arrow Highway Westbound			White Ave Northbound			Arrow Highway Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	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 07:00 AM													
07:00 AM	0	0	0	**3**	0	**3**	0	0	0	**1**	0	1	4
07:15 AM	0	0	0	0	0	0	**1**	0	**1**	0	0	0	1
07:30 AM	0	0	0	2	**1**	3	0	0	0	1	**1**	**2**	**5**
07:45 AM	**1**	0	**1**	1	0	1	0	**1**	1	0	0	0	3
Total Volume	1	0	1	6	1	7	1	1	2	2	1	3	13
% App. Total	100	0		85.7	14.3		50	50		66.7	33.3		
PHF	.250	.000	.250	.500	.250	.583	.250	.250	.500	.500	.250	.375	.650



CITY TRAFFIC COUNTERS

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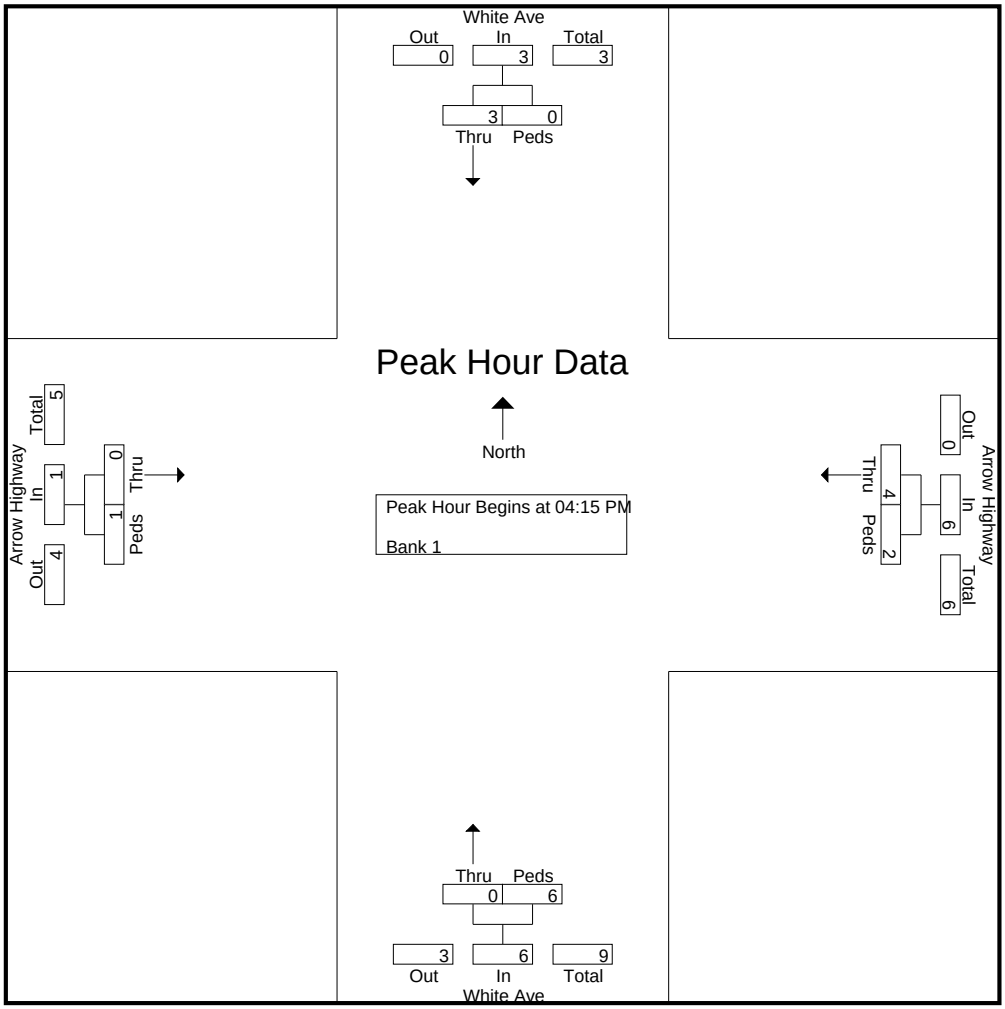
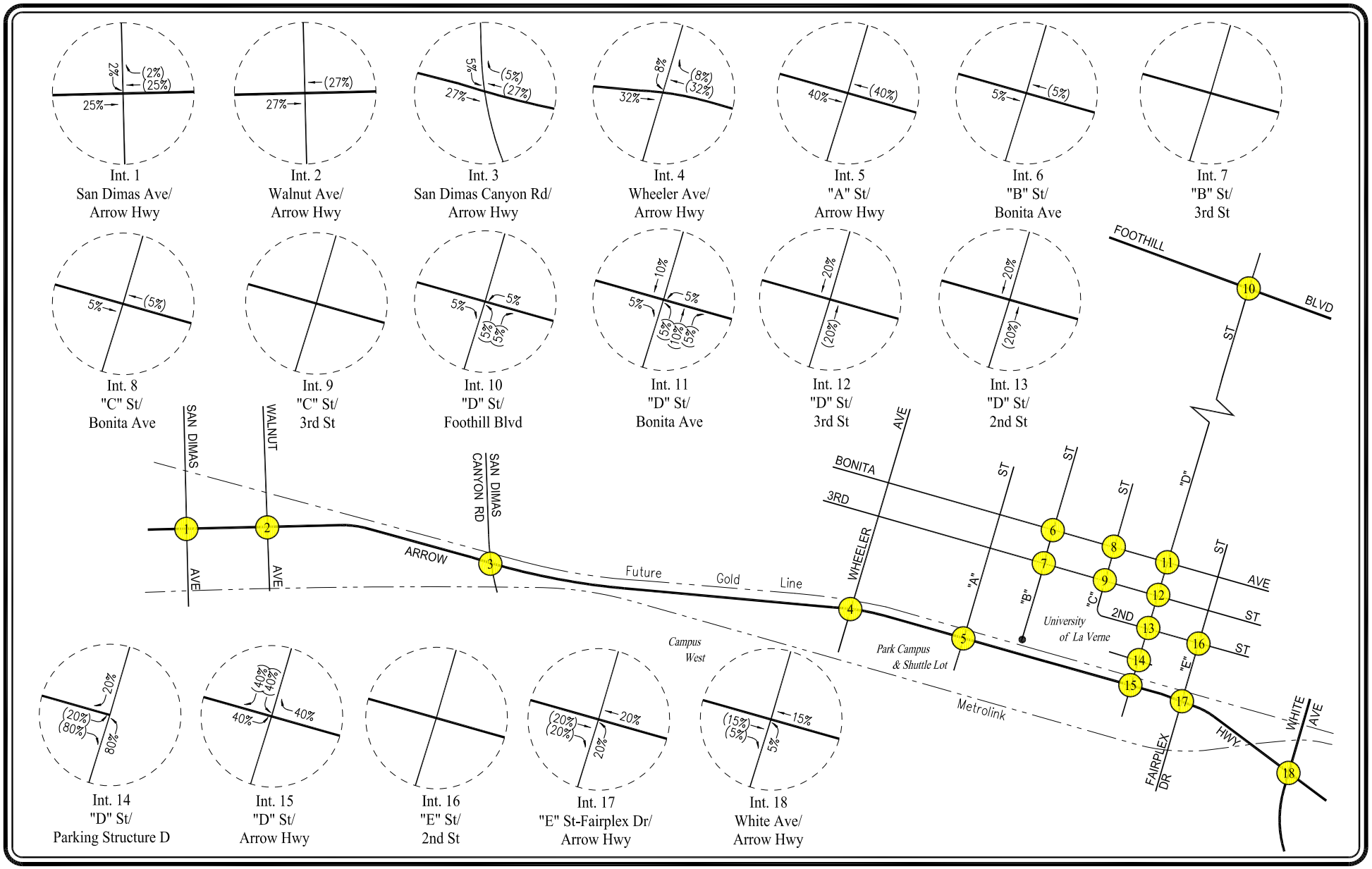
File Name : White_Arrow_BP
Site Code : 00000000
Start Date : 9/29/2016
Page No : 3

	White Ave Southbound			Arrow Highway Westbound			White Ave Northbound			Arrow Highway Eastbound			
Start Time	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	App. Total	Thru	Peds	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 04:15 PM													
04:15 PM	**2**	0	**2**	1	0	1	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	**5**	**5**	0	0	0	**5**
04:45 PM	1	0	1	**3**	0	**3**	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	**2**	2	0	1	1	0	**1**	**1**	4
Total Volume	3	0	3	4	2	6	0	6	6	0	1	1	16
% App. Total	100	0		66.7	33.3		0	100		0	100		
PHF	.375	.000	.375	.333	.250	.500	.000	.300	.300	.000	.250	.250	.800



APPENDIX B

PROJECT TRIP DISTRIBUTION AND TRAFFIC VOLUME SHIFTS



NOT TO SCALE

XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE B-1
LA VERNE CAMPUS PROJECT TRIP DISTRIBUTION

(FOR PHASE I & PHASE II ONLY)

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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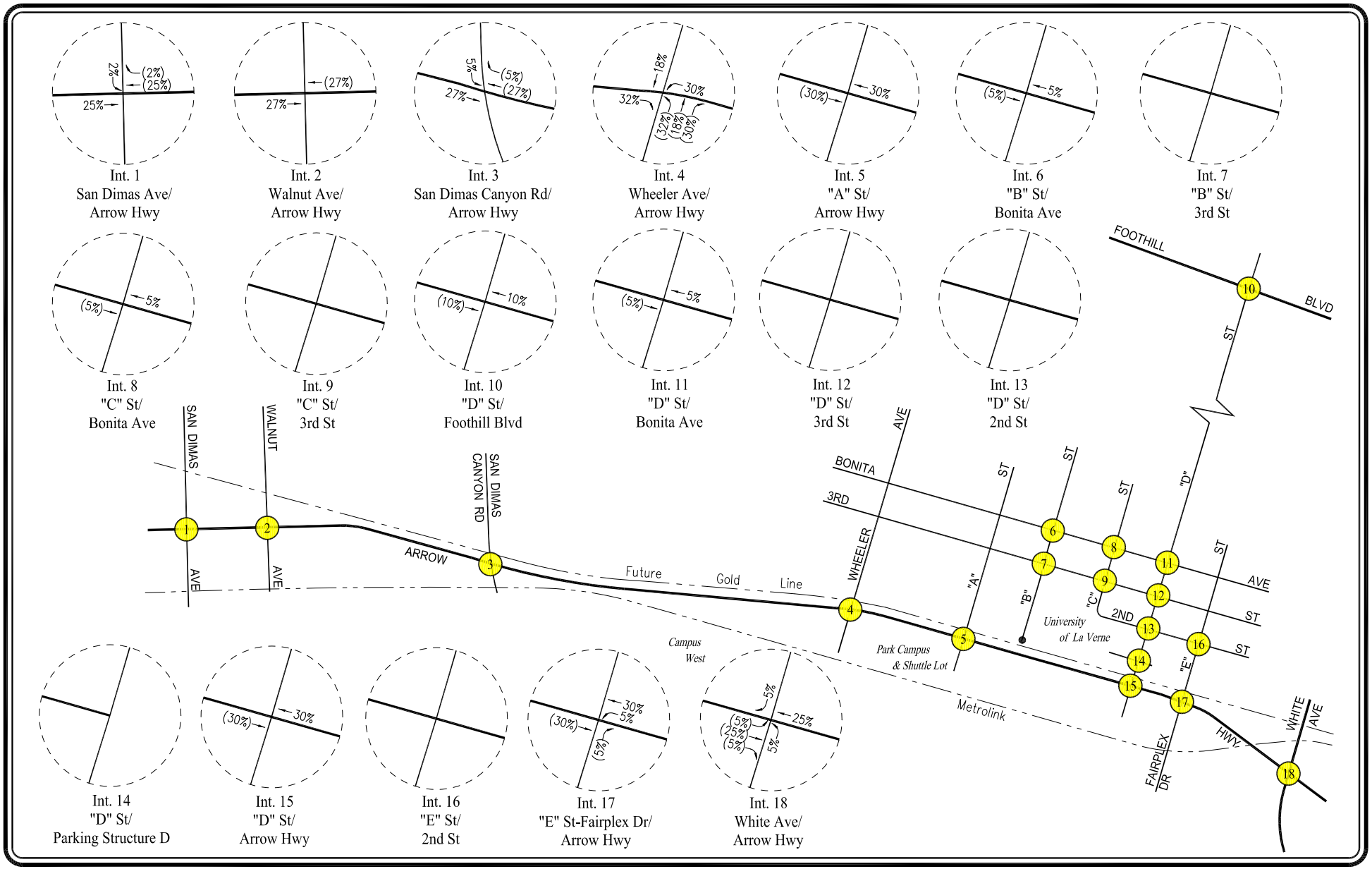

N

NOT TO SCALE

XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE B-2
CAMPUS WEST PROJECT TRIP DISTRIBUTION

(FOR ALL THREE PHASES)

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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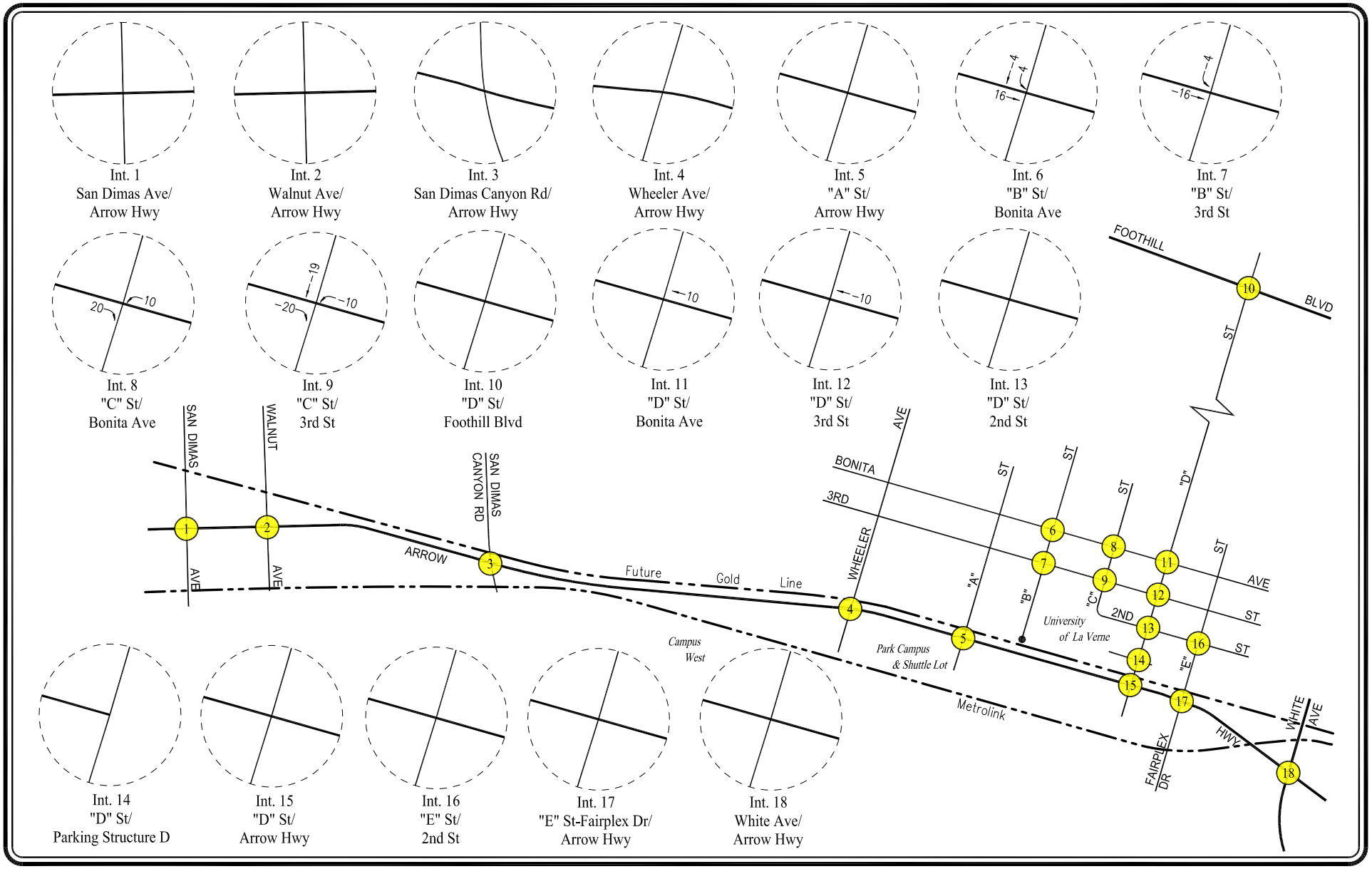

N

NOT TO SCALE

APPENDIX FIGURE B-3A

TRAFFIC VOLUME SHIFTS DUE TO "C" STREET & 2ND STREET CLOSURE

(FOR ALL THREE PHASES)

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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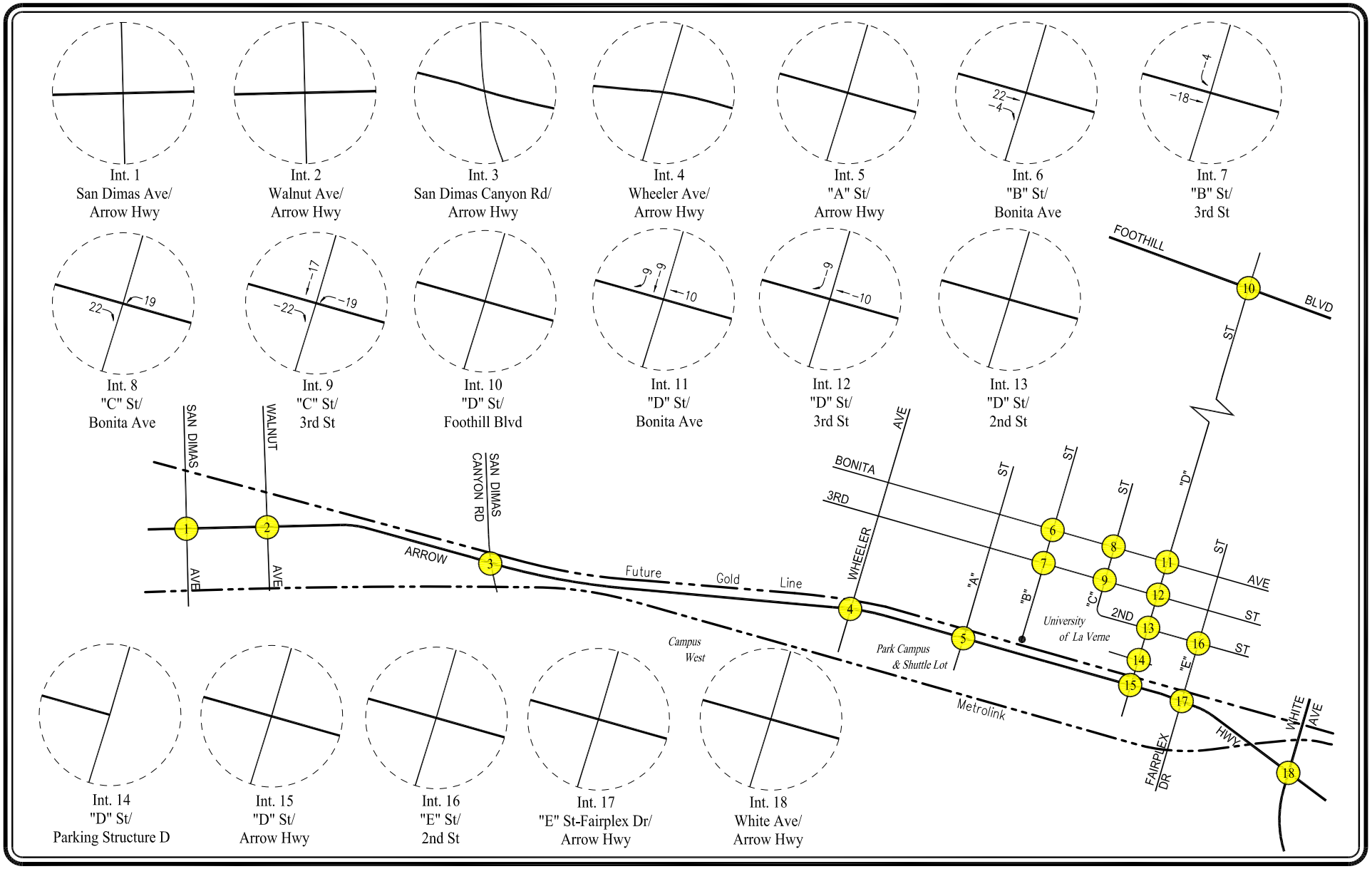

NOT TO SCALE

APPENDIX FIGURE B-3B

TRAFFIC VOLUME SHIFTS DUE TO "C" STREET & 2ND STREET CLOSURE

(FOR ALL THREE PHASES)

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

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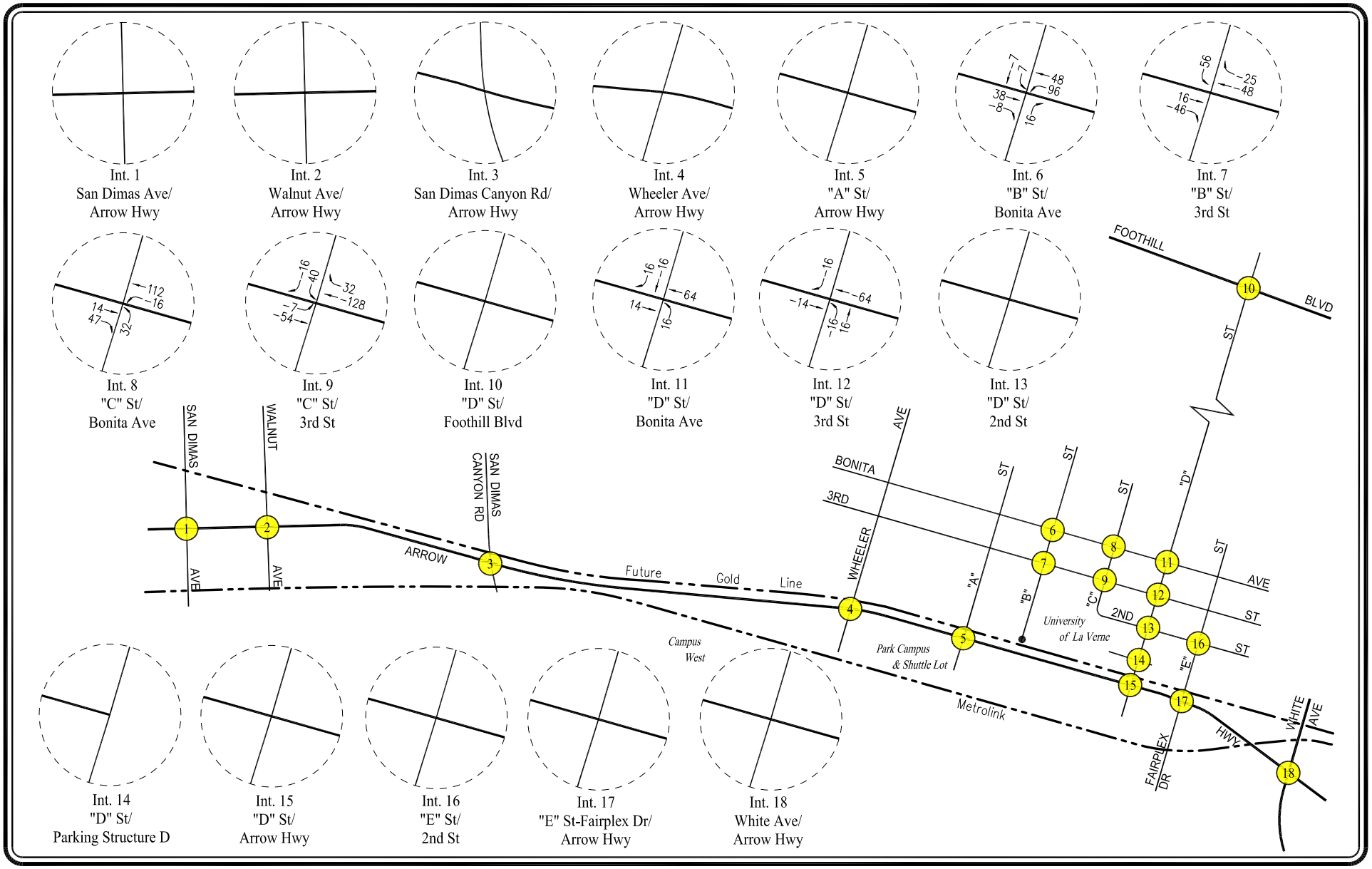

N

NOT TO SCALE

APPENDIX FIGURE B-4A

EXISTING TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE

(FOR PHASE II & PHASE III ONLY)

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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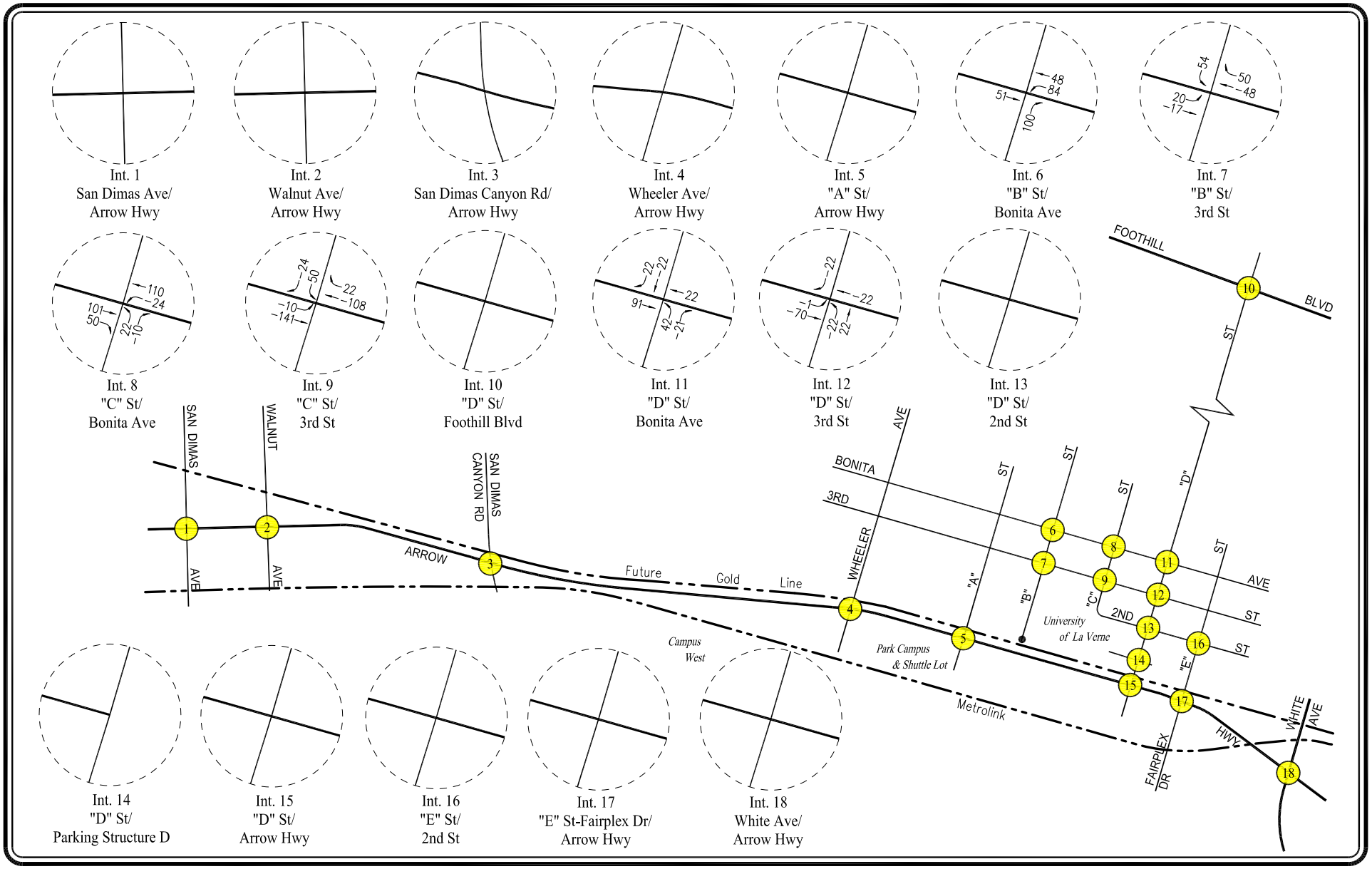

NOT TO SCALE

APPENDIX FIGURE B-4B
EXISTING TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE
(FOR PHASE II & PHASE III ONLY)

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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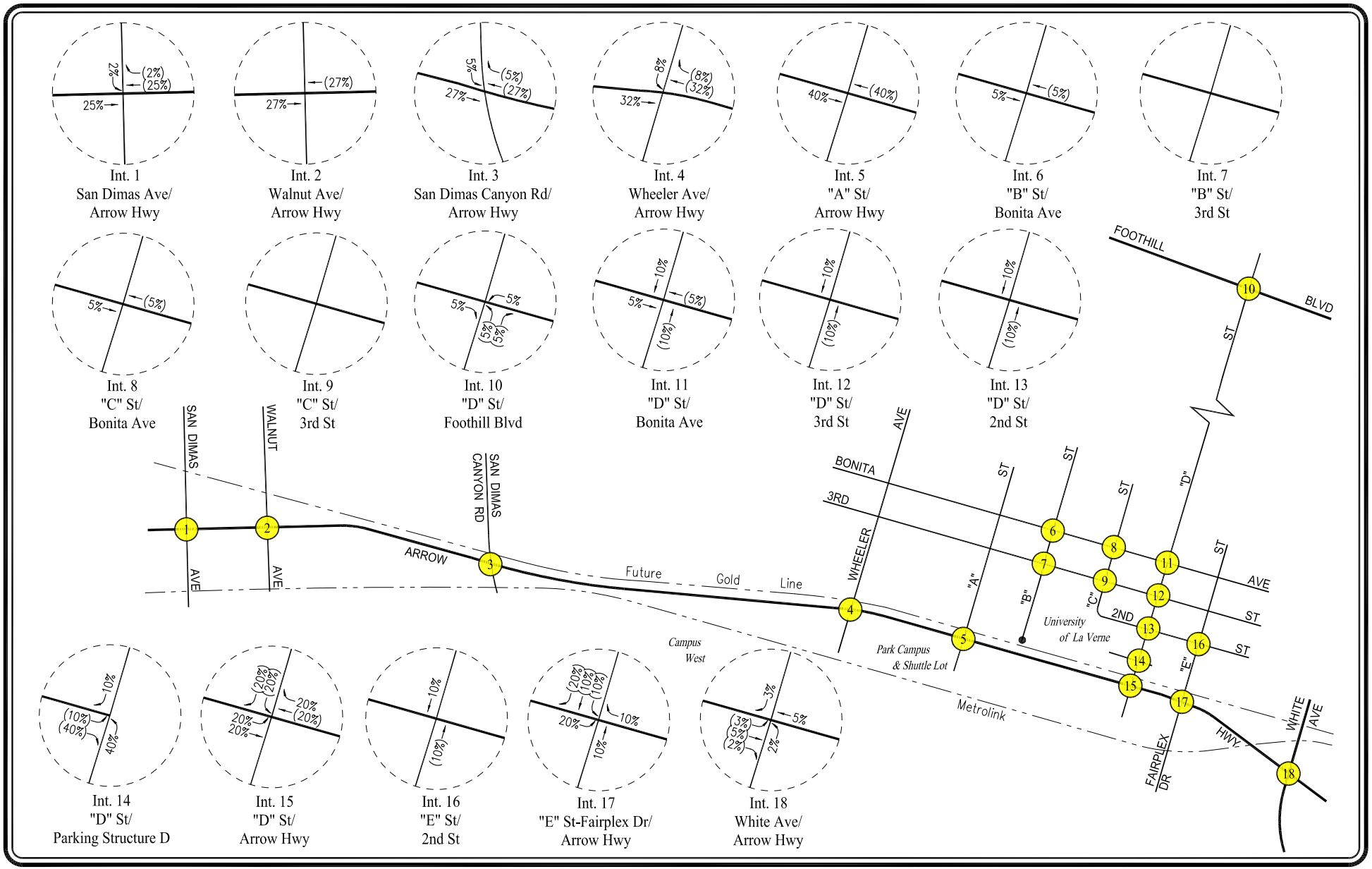

N

NOT TO SCALE

XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE B-5
LA VERNE CAMPUS PROJECT TRIP DISTRIBUTION

(FOR PHASE III ONLY)

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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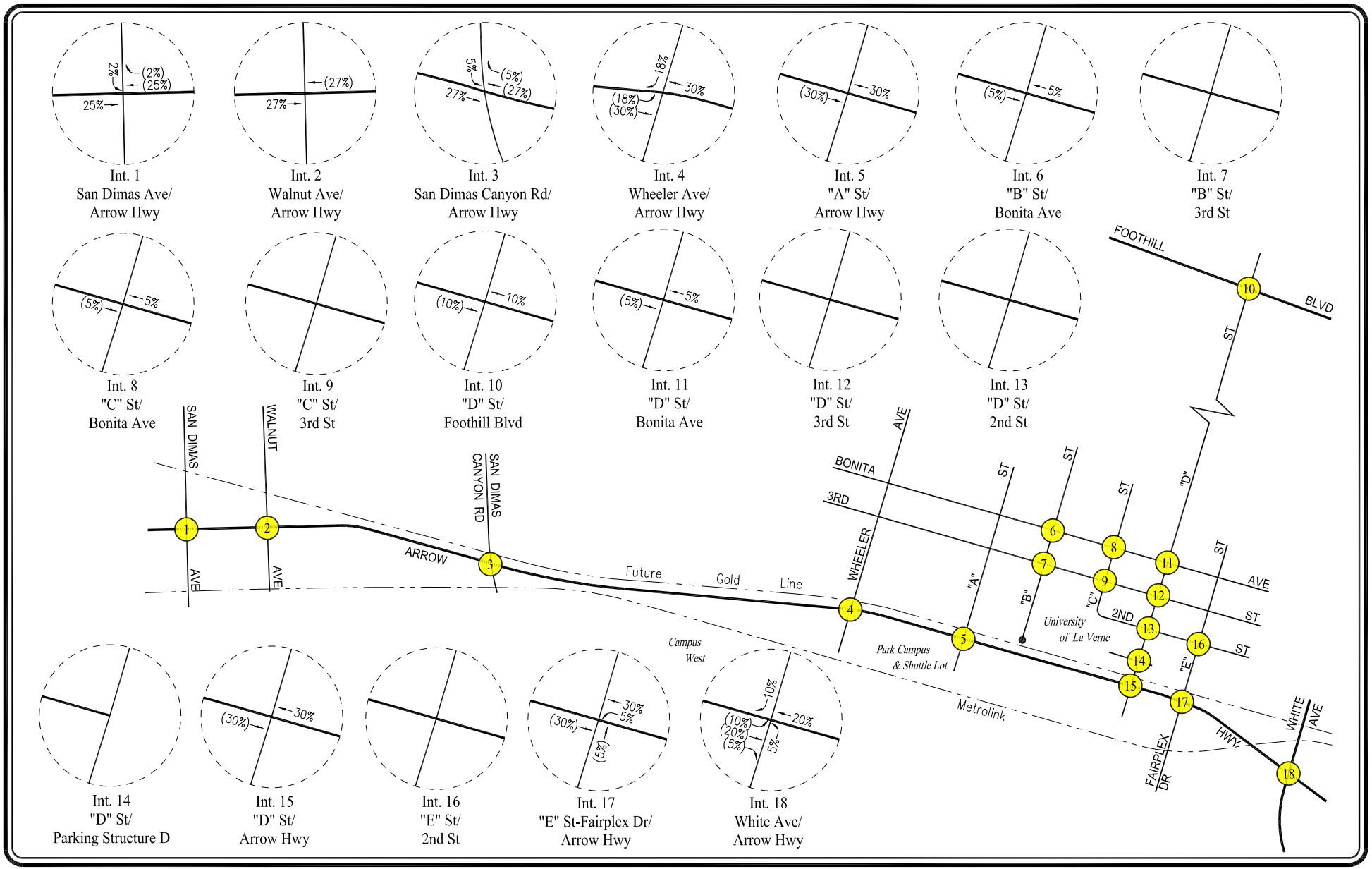

N

NOT TO SCALE

XX = INBOUND PERCENTAGE
(XX) = OUTBOUND PERCENTAGE

APPENDIX FIGURE B-6
CAMPUS WEST PROJECT TRIP DISTRIBUTION

(FOR PHASE III OFFICE COMPONENT ONLY)

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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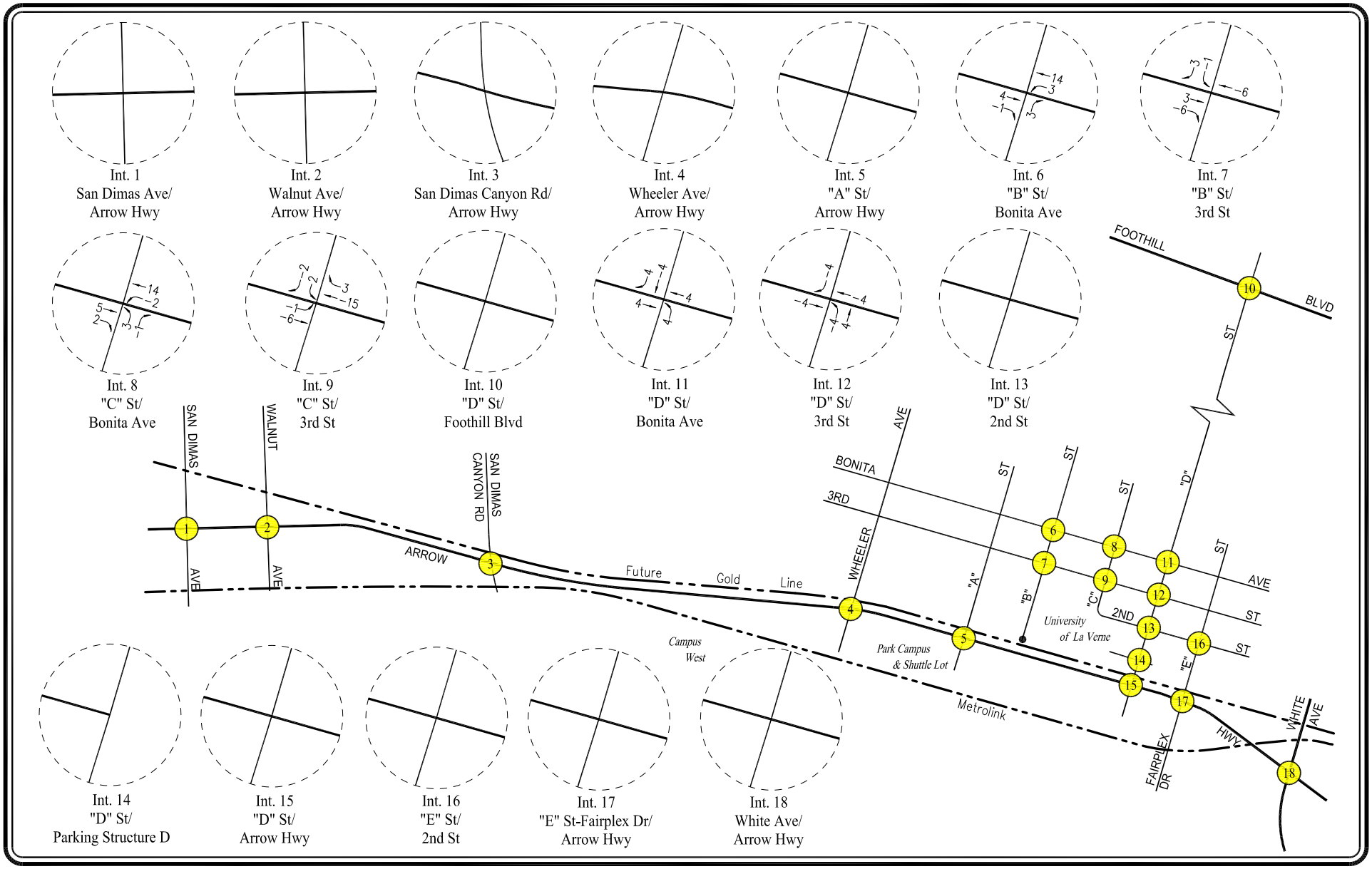

NOT TO SCALE

APPENDIX FIGURE B-7A

AMBIENT GROWTH TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE

(FOR PHASE II ONLY)

WEEKDAY AM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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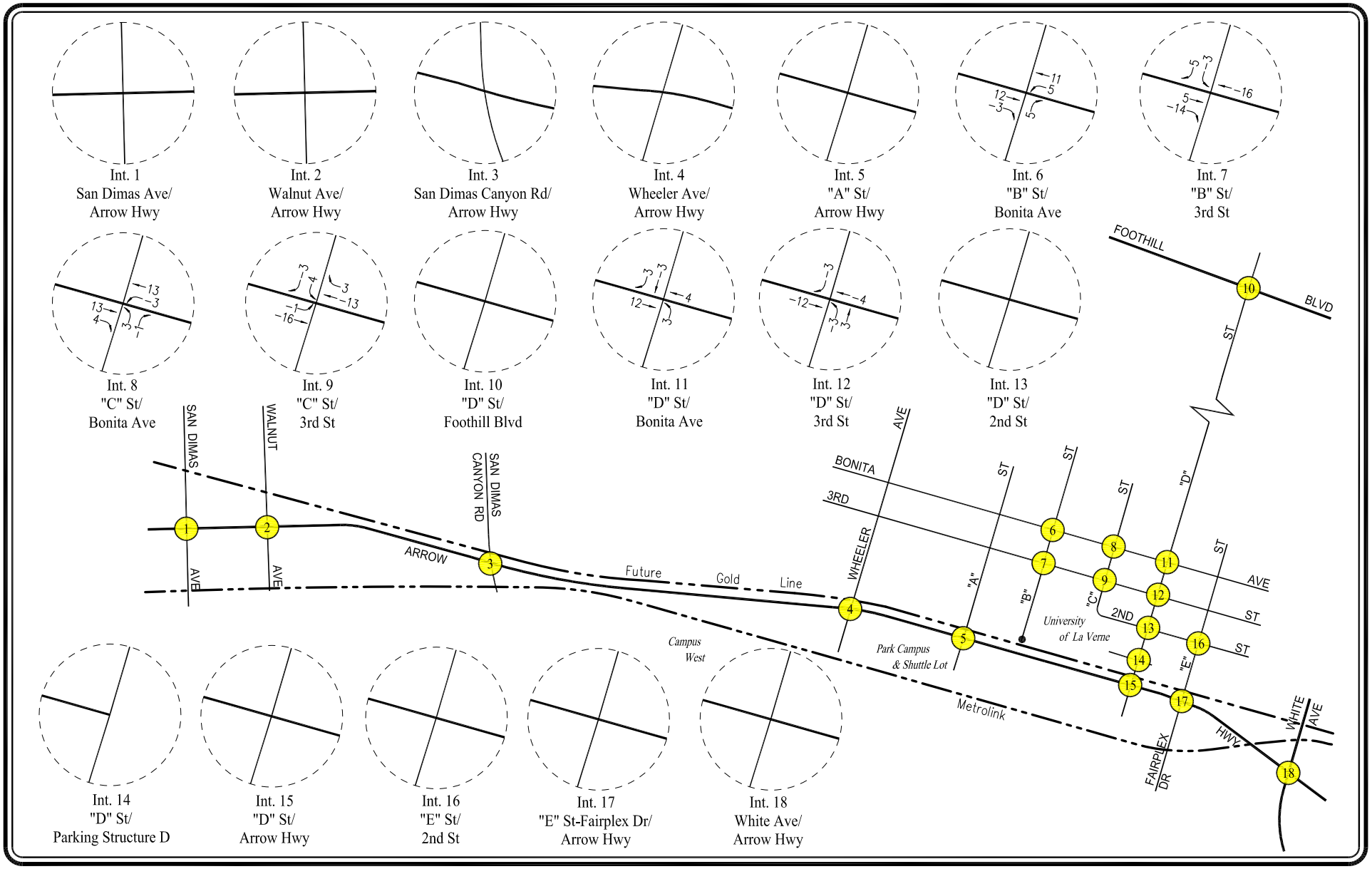

NOT TO SCALE

APPENDIX FIGURE B-7B

AMBIENT GROWTH TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE

(FOR PHASE II ONLY)

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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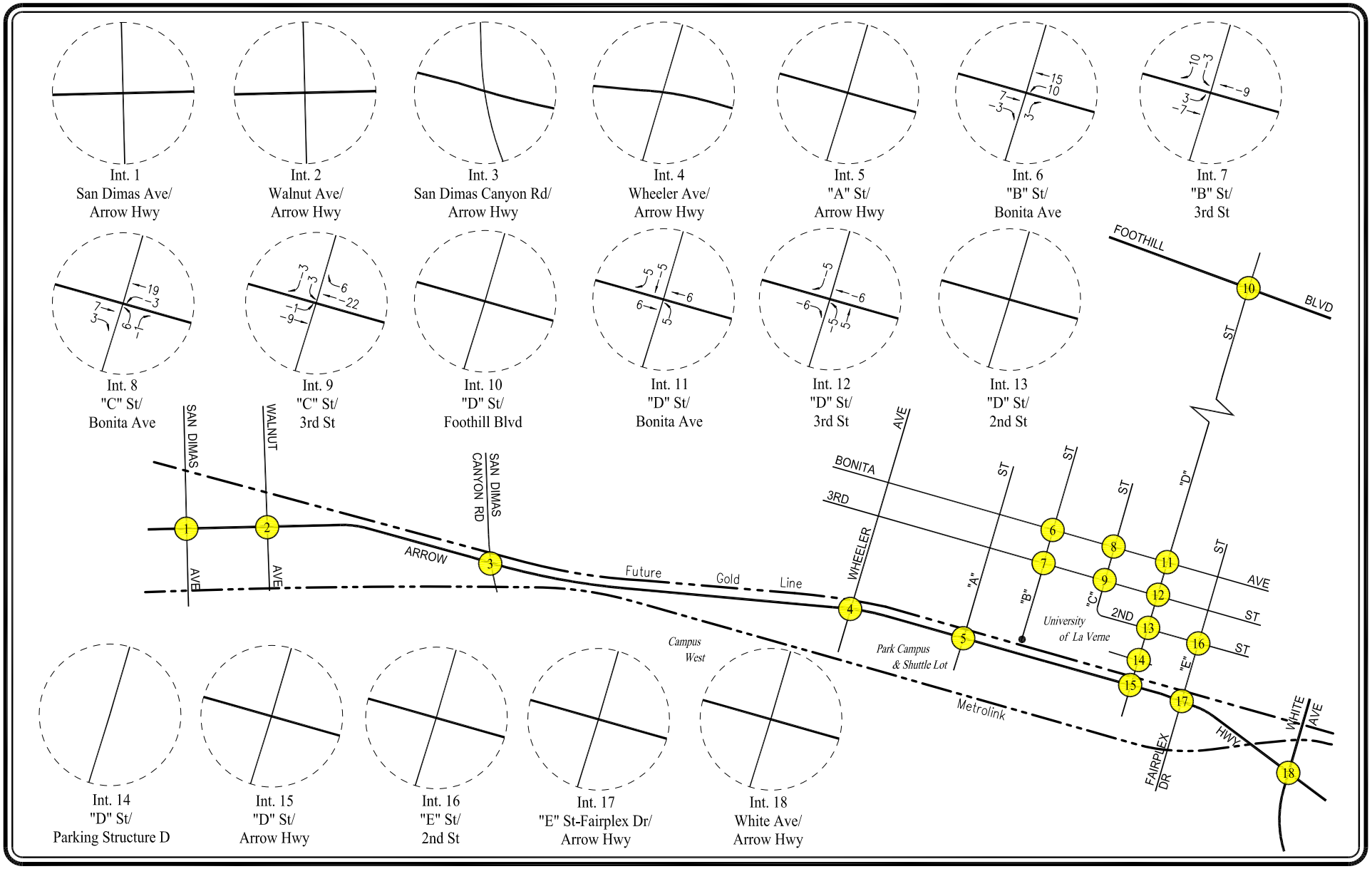

NOT TO SCALE

APPENDIX FIGURE B-8A

AMBIENT GROWTH TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE

(FOR PHASE III ONLY)

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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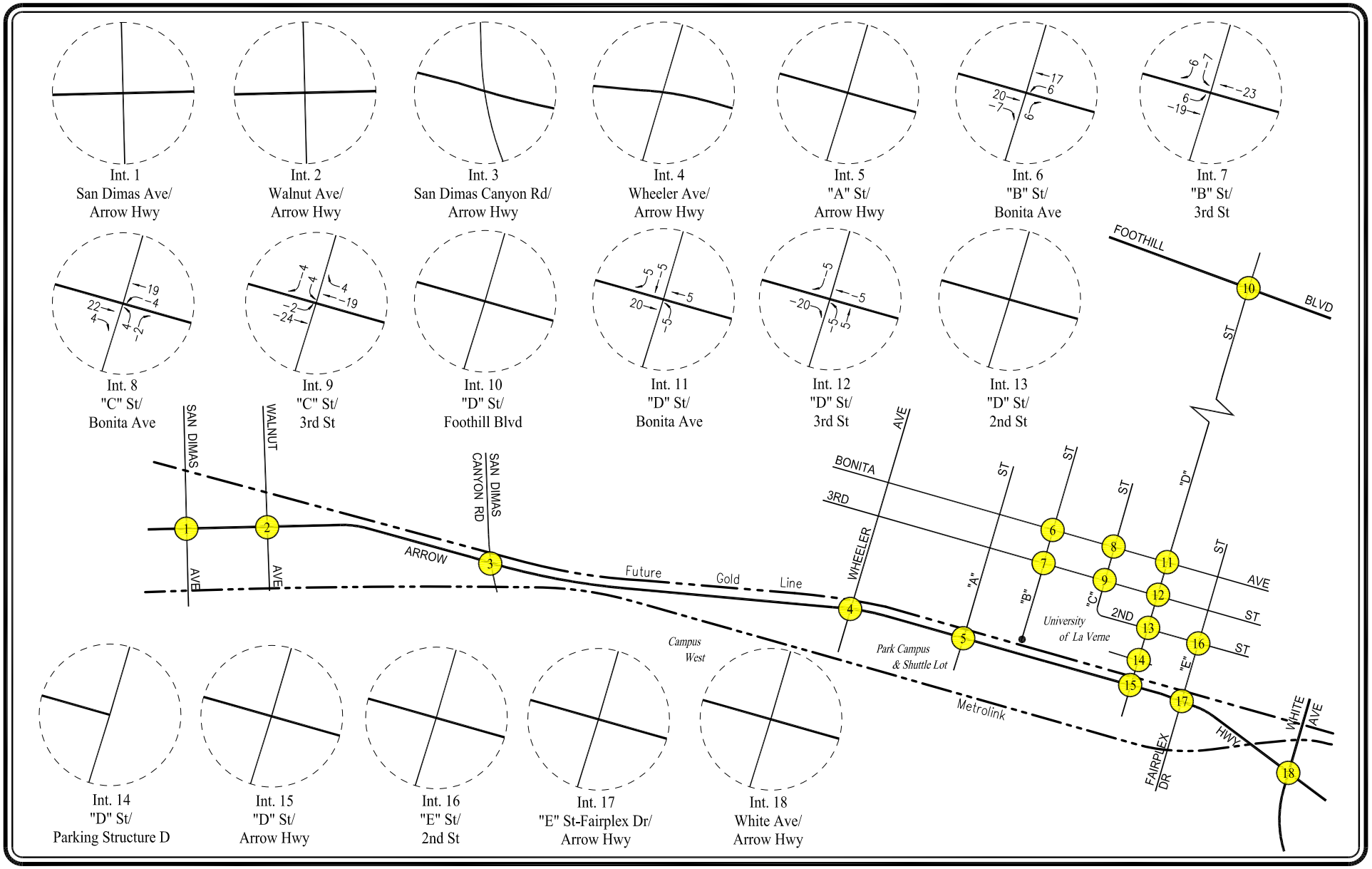

NOT TO SCALE

APPENDIX FIGURE B-8B

AMBIENT GROWTH TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE

(FOR PHASE III ONLY)

WEEKDAY PM PEAK HOUR

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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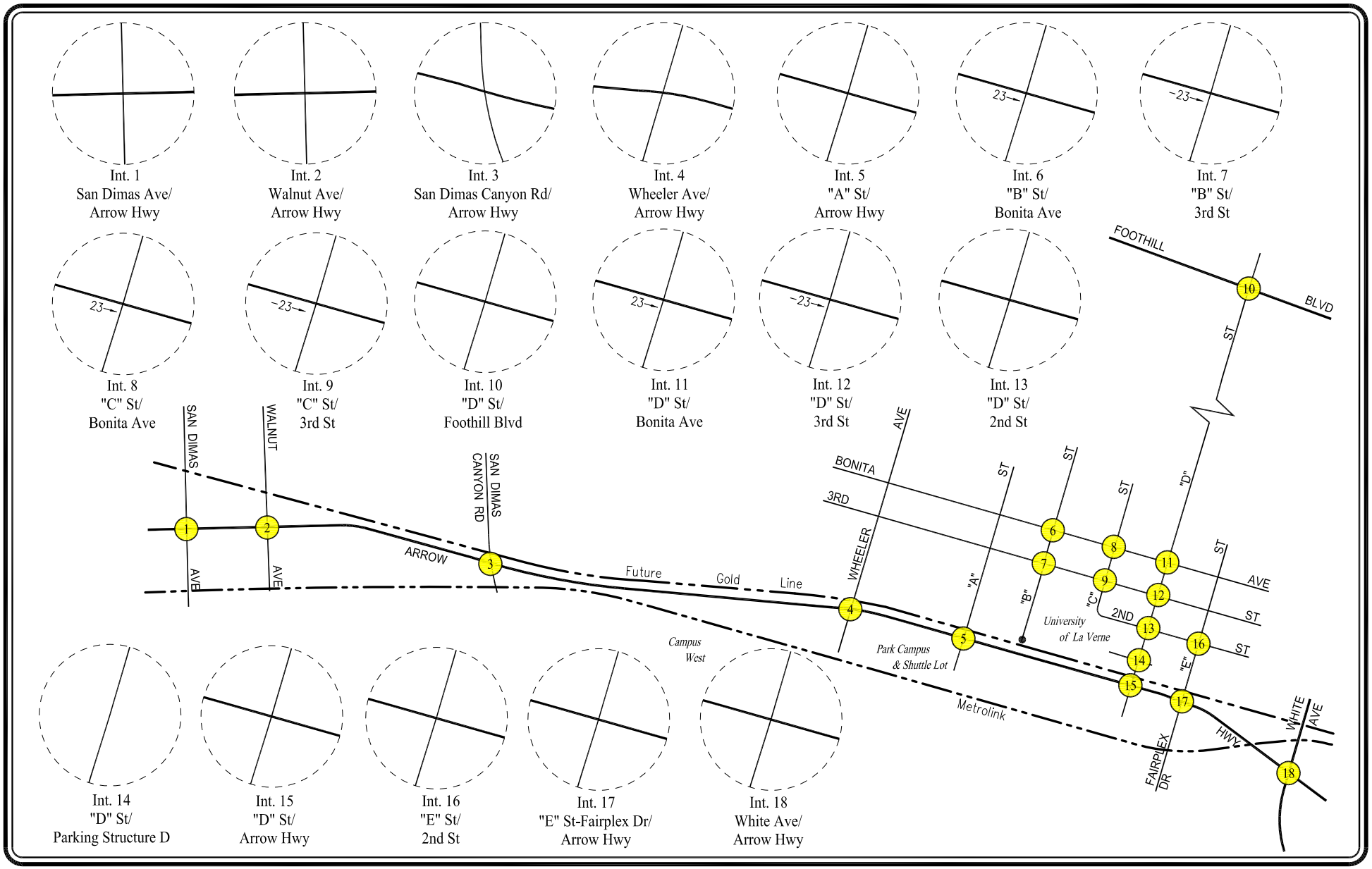

N

NOT TO SCALE

APPENDIX FIGURE B-9A

GOLD LINE EXTENSION TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE

(FOR PHASE II & PHASE III ONLY)

WEEKDAY AM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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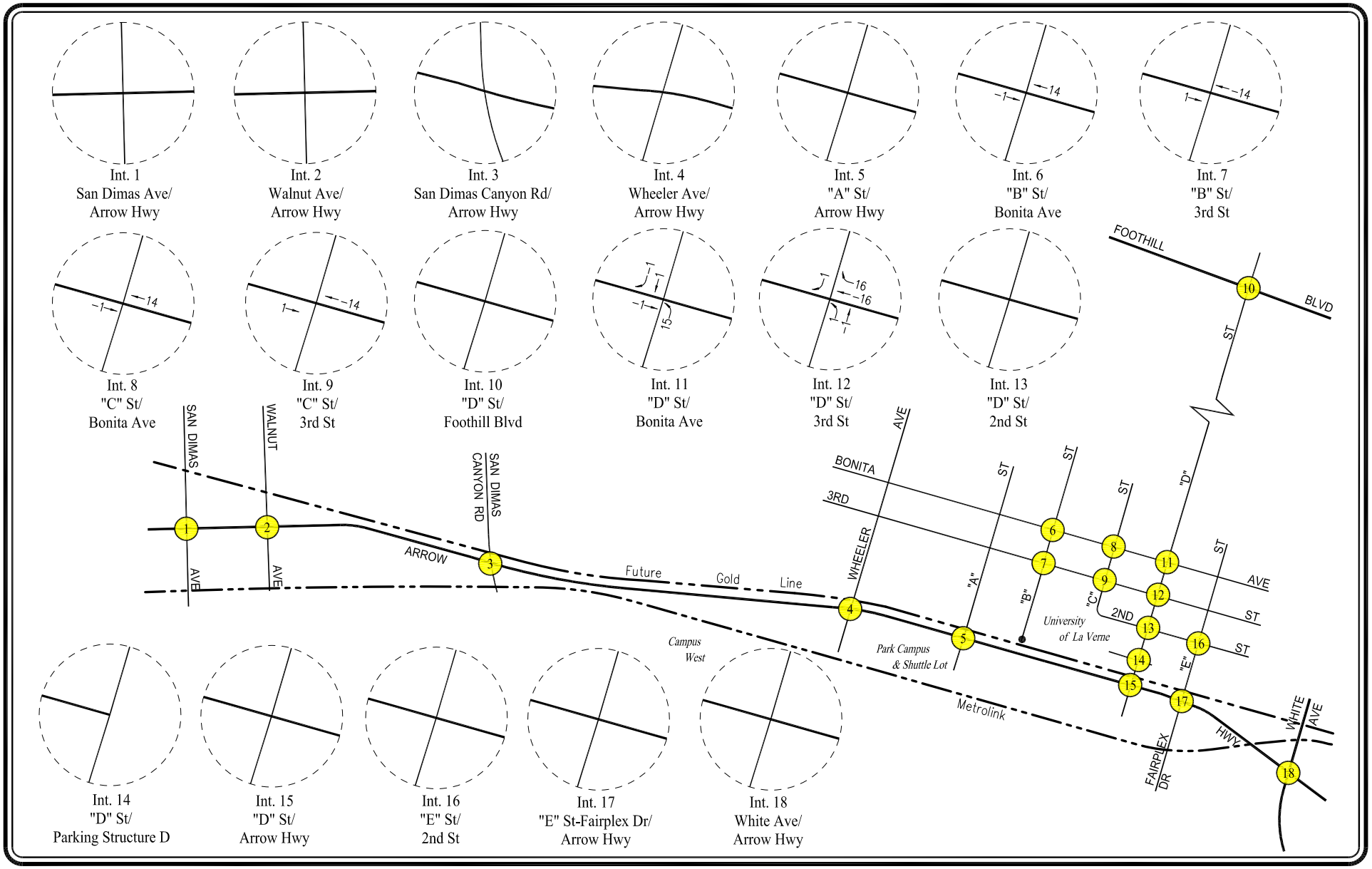

NOT TO SCALE

APPENDIX FIGURE B-9B

GOLD LINE EXTENSION TRAFFIC VOLUME SHIFTS DUE TO 3RD STREET CLOSURE

(FOR PHASE II & PHASE III ONLY)

WEEKDAY PM PEAK HOUR

LINSCOTT, LAW & GREENSPAN, engineers

UNIVERSITY OF LA VERNE FACILITIES AND TECHNOLOGY MASTER PLAN EIR PROJECT

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APPENDIX C

ICU AND HCM LEVELS OF SERVICE EXPLANATION

C-1: CITY OF LA VERNE ICU AND HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

C-2: CITY OF SAN DIMAS ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

APPENDIX C-1

CITY OF LA VERNE ICU AND HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056	7	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
NB Thru	180	1600	0.113	0	180	1600	0.113	0	180	1600	0.113	16	196	1600	0.123	0	196	1600	0.123	0	196	1600	0.123
NB Right	181	1600	0.113 *	0	181	1600	0.113 *	0	181	1600	0.113 *	15	196	1600	0.123	0	196	1600	0.123	0	196	1600	0.123
SB Left	94	1600	0.059 *	1	95	1600	0.059 *	0	95	1600	0.059 *	15	109	1600	0.068	1	110	1600	0.069	0	110	1600	0.069
SB Thru	137	3200	0.067	0	137	3200	0.067	0	137	3200	0.067	11	148	3200	0.073	0	148	3200	0.073	0	148	3200	0.073
SB Right	77	0	0.000	0	77	0	0.000	0	77	0	0.000	8	85	0	0.000	0	85	0	0.000	0	85	0	0.000
EB Left	71	1600	0.044 *	0	71	1600	0.044 *	0	71	1600	0.044 *	7	78	1600	0.049 *	0	78	1600	0.049 *	0	78	1600	0.049 *
EB Thru	617	4800	0.140	13	630	4800	0.142	0	630	4800	0.142	140	757	4800	0.170	13	770	4800	0.172	0	770	4800	0.172
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	4	57	0	0.000	0	57	0	0.000	0	57	0	0.000
WB Left	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	13	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108
WB Thru	948	4800	0.209 *	19	967	4800	0.213 *	0	967	4800	0.213 *	98	1046	4800	0.231 *	19	1065	4800	0.235 *	0	1065	4800	0.235 *
WB Right	55	0	0.000	1	56	0	0.000	0	56	0	0.000	7	62	0	0.000	1	63	0	0.000	0	63	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.525				0.530				0.530				0.570				0.575				0.575
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	9	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075
NB Thru	186	1600	0.116 *	0	186	1600	0.116 *	0	186	1600	0.116 *	16	202	1600	0.126 *	0	202	1600	0.126 *	0	202	1600	0.126 *
NB Right	171	1600	0.107	0	171	1600	0.107	0	171	1600	0.107	14	185	1600	0.116	0	185	1600	0.116	0	185	1600	0.116
SB Left	117	1600	0.073 *	1	118	1600	0.074 *	0	118	1600	0.074 *	13	130	1600	0.081 *	1	131	1600	0.082 *	0	131	1600	0.082 *
SB Thru	221	3200	0.093	0	221	3200	0.093	0	221	3200	0.093	19	240	3200	0.101	0	240	3200	0.101	0	240	3200	0.101
SB Right	77	0	0.000	0	77	0	0.000	0	77	0	0.000	7	84	0	0.000	0	84	0	0.000	0	84	0	0.000
EB Left	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	21	236	1600	0.148	0	236	1600	0.148	0	236	1600	0.148
EB Thru	1631	4800	0.369 *	20	1651	4800	0.373 *	0	1651	4800	0.373 *	159	1790	4800	0.404 *	20	1810	4800	0.408 *	0	1810	4800	0.408 *
EB Right	139	0	0.000	0	139	0	0.000	0	139	0	0.000	11	150	0	0.000	0	150	0	0.000	0	150	0	0.000
WB Left	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *	14	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *
WB Thru	817	4800	0.183	16	833	4800	0.187	0	833	4800	0.187	165	982	4800	0.220	16	998	4800	0.224	0	998	4800	0.224
WB Right	62	0	0.000	2	64	0	0.000	0	64	0	0.000	12	74	0	0.000	2	76	0	0.000	0	76	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.764				0.769				0.769				0.826				0.831				0.831
LOS			C				C				C				D				D				D

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2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056	7	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
NB Thru	180	1600	0.113	0	180	1600	0.113	0	180	1600	0.113	17	197	1600	0.123	0	197	1600	0.123	0	197	1600	0.123
NB Right	181	1600	0.113 *	0	181	1600	0.113 *	0	181	1600	0.113 *	47	228	1600	0.143 *	0	228	1600	0.143 *	0	228	1600	0.143 *
SB Left	94	1600	0.059 *	1	95	1600	0.059 *	0	95	1600	0.059 *	92	186	1600	0.116 *	1	187	1600	0.117 *	0	187	1600	0.117 *
SB Thru	137	3200	0.067	0	137	3200	0.067	0	137	3200	0.067	13	150	3200	0.074	0	150	3200	0.074	0	150	3200	0.074
SB Right	77	0	0.000	0	77	0	0.000	0	77	0	0.000	9	86	0	0.000	0	86	0	0.000	0	86	0	0.000
EB Left	71	1600	0.044 *	0	71	1600	0.044 *	0	71	1600	0.044 *	7	78	1600	0.049	0	78	1600	0.049	0	78	1600	0.049
EB Thru	617	4800	0.140	23	640	4800	0.144	0	640	4800	0.144	253	870	4800	0.193 *	23	893	4800	0.198 *	0	893	4800	0.198 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	4	57	0	0.000	0	57	0	0.000	0	57	0	0.000
WB Left	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	15	175	1600	0.109 *	0	175	1600	0.109 *	0	175	1600	0.109 *
WB Thru	948	4800	0.209 *	21	969	4800	0.214 *	0	969	4800	0.214 *	102	1050	4800	0.232	21	1071	4800	0.236	0	1071	4800	0.236
WB Right	55	0	0.000	1	56	0	0.000	0	56	0	0.000	7	62	0	0.000	1	63	0	0.000	0	63	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.525				0.530				0.530				0.661				0.667				0.667
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	9	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075
NB Thru	186	1600	0.116 *	0	186	1600	0.116 *	0	186	1600	0.116 *	17	203	1600	0.127 *	0	203	1600	0.127 *	0	203	1600	0.127 *
NB Right	171	1600	0.107	0	171	1600	0.107	0	171	1600	0.107	16	187	1600	0.117	0	187	1600	0.117	0	187	1600	0.117
SB Left	117	1600	0.073 *	2	119	1600	0.074 *	0	119	1600	0.074 *	15	132	1600	0.083 *	2	134	1600	0.084 *	0	134	1600	0.084 *
SB Thru	221	3200	0.093	0	221	3200	0.093	0	221	3200	0.093	22	243	3200	0.103	0	243	3200	0.103	0	243	3200	0.103
SB Right	77	0	0.000	0	77	0	0.000	0	77	0	0.000	8	85	0	0.000	0	85	0	0.000	0	85	0	0.000
EB Left	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	23	238	1600	0.149	0	238	1600	0.149	0	238	1600	0.149
EB Thru	1631	4800	0.369 *	24	1655	4800	0.374 *	0	1655	4800	0.374 *	190	1821	4800	0.411 *	24	1845	4800	0.416 *	0	1845	4800	0.416 *
EB Right	139	0	0.000	0	139	0	0.000	0	139	0	0.000	13	152	0	0.000	0	152	0	0.000	0	152	0	0.000
WB Left	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *	40	209	1600	0.131 *	0	209	1600	0.131 *	0	209	1600	0.131 *
WB Thru	817	4800	0.183	26	843	4800	0.189	0	843	4800	0.189	280	1097	4800	0.247	26	1123	4800	0.253	0	1123	4800	0.253
WB Right	62	0	0.000	2	64	0	0.000	0	64	0	0.000	27	89	0	0.000	2	91	0	0.000	0	91	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.764				0.770				0.770				0.851				0.857				0.857
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056	0	89	1600	0.056	0	89	1600	0.056	12	101	1600	0.063	0	101	1600	0.063	0	101	1600	0.063
NB Thru	180	1600	0.113	0	180	1600	0.113	0	180	1600	0.113	27	207	1600	0.129	0	207	1600	0.129	0	207	1600	0.129
NB Right	181	1600	0.113 *	0	181	1600	0.113 *	0	181	1600	0.113 *	57	238	1600	0.149 *	0	238	1600	0.149 *	0	238	1600	0.149 *
SB Left	94	1600	0.059 *	4	98	1600	0.061 *	0	98	1600	0.061 *	97	191	1600	0.119 *	4	195	1600	0.122 *	0	195	1600	0.122 *
SB Thru	137	3200	0.067	0	137	3200	0.067	0	137	3200	0.067	21	158	3200	0.078	0	158	3200	0.078	0	158	3200	0.078
SB Right	77	0	0.000	0	77	0	0.000	0	77	0	0.000	13	90	0	0.000	0	90	0	0.000	0	90	0	0.000
EB Left	71	1600	0.044 *	0	71	1600	0.044 *	0	71	1600	0.044 *	11	82	1600	0.051	0	82	1600	0.051	0	82	1600	0.051
EB Thru	617	4800	0.140	46	663	4800	0.149	0	663	4800	0.149	287	904	4800	0.201 *	46	950	4800	0.210 *	0	950	4800	0.210 *
EB Right	53	0	0.000	0	53	0	0.000	0	53	0	0.000	7	60	0	0.000	0	60	0	0.000	0	60	0	0.000
WB Left	160	1600	0.100	0	160	1600	0.100	0	160	1600	0.100	24	184	1600	0.115 *	0	184	1600	0.115 *	0	184	1600	0.115 *
WB Thru	948	4800	0.209 *	26	974	4800	0.215 *	0	974	4800	0.215 *	155	1103	4800	0.243	26	1129	4800	0.249	0	1129	4800	0.249
WB Right	55	0	0.000	2	57	0	0.000	0	57	0	0.000	10	65	0	0.000	2	67	0	0.000	0	67	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.525				0.534				0.534				0.684				0.696				0.696
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
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N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069	15	126	1600	0.079	0	126	1600	0.079	0	126	1600	0.079
NB Thru	186	1600	0.116 *	0	186	1600	0.116 *	0	186	1600	0.116 *	27	213	1600	0.133 *	0	213	1600	0.133 *	0	213	1600	0.133 *
NB Right	171	1600	0.107	0	171	1600	0.107	0	171	1600	0.107	25	196	1600	0.123	0	196	1600	0.123	0	196	1600	0.123
SB Left	117	1600	0.073 *	2	119	1600	0.074 *	0	119	1600	0.074 *	21	138	1600	0.086 *	2	140	1600	0.088 *	0	140	1600	0.088 *
SB Thru	221	3200	0.093	0	221	3200	0.093	0	221	3200	0.093	34	255	3200	0.108	0	255	3200	0.108	0	255	3200	0.108
SB Right	77	0	0.000	0	77	0	0.000	0	77	0	0.000	12	89	0	0.000	0	89	0	0.000	0	89	0	0.000
EB Left	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134	35	250	1600	0.156	0	250	1600	0.156	0	250	1600	0.156
EB Thru	1631	4800	0.369 *	38	1669	4800	0.377 *	0	1669	4800	0.377 *	282	1913	4800	0.432 *	38	1951	4800	0.440 *	0	1951	4800	0.440 *
EB Right	139	0	0.000	0	139	0	0.000	0	139	0	0.000	21	160	0	0.000	0	160	0	0.000	0	160	0	0.000
WB Left	169	1600	0.106 *	0	169	1600	0.106 *	0	169	1600	0.106 *	49	218	1600	0.136 *	0	218	1600	0.136 *	0	218	1600	0.136 *
WB Thru	817	4800	0.183	55	872	4800	0.196	0	872	4800	0.196	326	1143	4800	0.258	55	1198	4800	0.270	0	1198	4800	0.270
WB Right	62	0	0.000	5	67	0	0.000	0	67	0	0.000	31	93	0	0.000	5	98	0	0.000	0	98	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.764				0.773				0.773				0.888				0.897				0.897
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	0	0.026 *	0	42	0	0.026 *	0	42	0	0.026 *	5	47	0	0.029 *	0	47	0	0.029 *	0	47	0	0.029 *
NB Thru	34	1600	0.054	0	34	1600	0.054	0	34	1600	0.054	3	37	1600	0.060	0	37	1600	0.060	0	37	1600	0.060
NB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	1	12	0	0.000	0	12	0	0.000	0	12	0	0.000
SB Left	37	0	0.023	0	37	0	0.023	0	37	0	0.023	4	41	0	0.026	0	41	0	0.026	0	41	0	0.026
SB Thru	21	1600	0.116 *	0	21	1600	0.116 *	0	21	1600	0.116 *	2	23	1600	0.128 *	0	23	1600	0.128 *	0	23	1600	0.128 *
SB Right	128	0	0.000	0	128	0	0.000	0	128	0	0.000	12	140	0	0.000	0	140	0	0.000	0	140	0	0.000
EB Left	138	1600	0.086 *	0	138	1600	0.086 *	0	138	1600	0.086 *	11	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *
EB Thru	739	4800	0.162	13	752	4800	0.165	0	752	4800	0.165	154	893	4800	0.195	13	906	4800	0.198	0	906	4800	0.198
EB Right	39	0	0.000	0	39	0	0.000	0	39	0	0.000	4	43	0	0.000	0	43	0	0.000	0	43	0	0.000
WB Left	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006	1	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
WB Thru	1022	4800	0.218 *	20	1042	4800	0.222 *	0	1042	4800	0.222 *	102	1124	4800	0.240 *	20	1144	4800	0.244 *	0	1144	4800	0.244 *
WB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	2	27	0	0.000	0	27	0	0.000	0	27	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.547				0.551				0.551				0.590				0.594				0.594
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	43	0	0.027 *	0	43	0	0.027 *	0	43	0	0.027 *	6	49	0	0.031 *	0	49	0	0.031 *	0	49	0	0.031 *
NB Thru	26	1600	0.051	0	26	1600	0.051	0	26	1600	0.051	2	28	1600	0.057	0	28	1600	0.057	0	28	1600	0.057
NB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	34	0	0.021	0	34	0	0.021	0	34	0	0.021	3	37	0	0.023	0	37	0	0.023	0	37	0	0.023
SB Thru	40	1600	0.131 *	0	40	1600	0.131 *	0	40	1600	0.131 *	3	43	1600	0.141 *	0	43	1600	0.141 *	0	43	1600	0.141 *
SB Right	135	0	0.000	0	135	0	0.000	0	135	0	0.000	11	146	0	0.000	0	146	0	0.000	0	146	0	0.000
EB Left	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094	13	163	1600	0.102	0	163	1600	0.102	0	163	1600	0.102
EB Thru	1825	4800	0.391 *	22	1847	4800	0.396 *	0	1847	4800	0.396 *	175	2000	4800	0.429 *	22	2022	4800	0.434 *	0	2022	4800	0.434 *
EB Right	54	0	0.000	0	54	0	0.000	0	54	0	0.000	6	60	0	0.000	0	60	0	0.000	0	60	0	0.000
WB Left	8	1600	0.005 *	0	8	1600	0.005 *	0	8	1600	0.005 *	1	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *
WB Thru	832	4800	0.180	17	849	4800	0.184	0	849	4800	0.184	173	1005	4800	0.217	17	1022	4800	0.221	0	1022	4800	0.221
WB Right	34	0	0.000	0	34	0	0.000	0	34	0	0.000	4	38	0	0.000	0	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.654				0.659				0.659				0.707				0.711				0.711
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	0	0.026 *	0	42	0	0.026 *	0	42	0	0.026 *	21	63	0	0.039 *	0	63	0	0.039 *	0	63	0	0.039 *
NB Thru	34	1600	0.054	0	34	1600	0.054	0	34	1600	0.054	4	38	1600	0.070	0	38	1600	0.070	0	38	1600	0.070
NB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000	0	11	0	0.000
SB Left	37	0	0.023	0	37	0	0.023	0	37	0	0.023	4	41	0	0.026	0	41	0	0.026	0	41	0	0.026
SB Thru	21	1600	0.116 *	0	21	1600	0.116 *	0	21	1600	0.116 *	2	23	1600	0.157 *	0	23	1600	0.157 *	0	23	1600	0.157 *
SB Right	128	0	0.000	0	128	0	0.000	0	128	0	0.000	59	187	0	0.000	0	187	0	0.000	0	187	0	0.000
EB Left	138	1600	0.086 *	0	138	1600	0.086 *	0	138	1600	0.086 *	13	151	1600	0.094 *	0	151	1600	0.094 *	0	151	1600	0.094 *
EB Thru	739	4800	0.162	25	764	4800	0.167	0	764	4800	0.167	163	902	4800	0.197	25	927	4800	0.202	0	927	4800	0.202
EB Right	39	0	0.000	0	39	0	0.000	0	39	0	0.000	5	44	0	0.000	0	44	0	0.000	0	44	0	0.000
WB Left	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006
WB Thru	1022	4800	0.218 *	23	1045	4800	0.223 *	0	1045	4800	0.223 *	139	1161	4800	0.248 *	23	1184	4800	0.253 *	0	1184	4800	0.253 *
WB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	3	28	0	0.000	0	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.547				0.552				0.552				0.638				0.643				0.643
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	43	0	0.027 *	0	43	0	0.027 *	0	43	0	0.027 *	5	48	0	0.030 *	0	48	0	0.030 *	0	48	0	0.030 *
NB Thru	26	1600	0.051	0	26	1600	0.051	0	26	1600	0.051	2	28	1600	0.056	0	28	1600	0.056	0	28	1600	0.056
NB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	34	0	0.021	0	34	0	0.021	0	34	0	0.021	3	37	0	0.023	0	37	0	0.023	0	37	0	0.023
SB Thru	40	1600	0.131 *	0	40	1600	0.131 *	0	40	1600	0.131 *	4	44	1600	0.143 *	0	44	1600	0.143 *	0	44	1600	0.143 *
SB Right	135	0	0.000	0	135	0	0.000	0	135	0	0.000	12	147	0	0.000	0	147	0	0.000	0	147	0	0.000
EB Left	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094	56	206	1600	0.129	0	206	1600	0.129	0	206	1600	0.129
EB Thru	1825	4800	0.391 *	25	1850	4800	0.397 *	0	1850	4800	0.397 *	240	2065	4800	0.446 *	25	2090	4800	0.451 *	0	2090	4800	0.451 *
EB Right	54	0	0.000	0	54	0	0.000	0	54	0	0.000	21	75	0	0.000	0	75	0	0.000	0	75	0	0.000
WB Left	8	1600	0.005 *	0	8	1600	0.005 *	0	8	1600	0.005 *	1	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *
WB Thru	832	4800	0.180	27	859	4800	0.186	0	859	4800	0.186	183	1015	4800	0.219	27	1042	4800	0.225	0	1042	4800	0.225
WB Right	34	0	0.000	0	34	0	0.000	0	34	0	0.000	4	38	0	0.000	0	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.654				0.659				0.659				0.724				0.729				0.729
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Walnut Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	0	0.026 *	0	42	0	0.026 *	0	42	0	0.026 *	23	65	0	0.041 *	0	65	0	0.041 *	0	65	0	0.041 *
NB Thru	34	1600	0.054	0	34	1600	0.054	0	34	1600	0.054	6	40	1600	0.073	0	40	1600	0.073	0	40	1600	0.073
NB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	1	12	0	0.000	0	12	0	0.000	0	12	0	0.000
SB Left	37	0	0.023	0	37	0	0.023	0	37	0	0.023	6	43	0	0.027	0	43	0	0.027	0	43	0	0.027
SB Thru	21	1600	0.116 *	0	21	1600	0.116 *	0	21	1600	0.116 *	4	25	1600	0.164 *	0	25	1600	0.164 *	0	25	1600	0.164 *
SB Right	128	0	0.000	0	128	0	0.000	0	128	0	0.000	66	194	0	0.000	0	194	0	0.000	0	194	0	0.000
EB Left	138	1600	0.086 *	0	138	1600	0.086 *	0	138	1600	0.086 *	21	159	1600	0.099 *	0	159	1600	0.099 *	0	159	1600	0.099 *
EB Thru	739	4800	0.162	50	789	4800	0.173	0	789	4800	0.173	204	943	4800	0.206	50	993	4800	0.216	0	993	4800	0.216
EB Right	39	0	0.000	0	39	0	0.000	0	39	0	0.000	7	46	0	0.000	0	46	0	0.000	0	46	0	0.000
WB Left	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006	1	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
WB Thru	1022	4800	0.218 *	29	1051	4800	0.224 *	0	1051	4800	0.224 *	196	1218	4800	0.260 *	29	1247	4800	0.266 *	0	1247	4800	0.266 *
WB Right	25	0	0.000	0	25	0	0.000	0	25	0	0.000	4	29	0	0.000	0	29	0	0.000	0	29	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.547				0.553				0.553				0.664				0.670				0.670
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Walnut Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	43	0	0.027 *	0	43	0	0.027 *	0	43	0	0.027 *	7	50	0	0.031 *	0	50	0	0.031 *	0	50	0	0.031 *
NB Thru	26	1600	0.051	0	26	1600	0.051	0	26	1600	0.051	3	29	1600	0.058	0	29	1600	0.058	0	29	1600	0.058
NB Right	13	0	0.000	0	13	0	0.000	0	13	0	0.000	1	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	34	0	0.021	0	34	0	0.021	0	34	0	0.021	5	39	0	0.024	0	39	0	0.024	0	39	0	0.024
SB Thru	40	1600	0.131 *	0	40	1600	0.131 *	0	40	1600	0.131 *	6	46	1600	0.149 *	0	46	1600	0.149 *	0	46	1600	0.149 *
SB Right	135	0	0.000	0	135	0	0.000	0	135	0	0.000	19	154	0	0.000	0	154	0	0.000	0	154	0	0.000
EB Left	150	1600	0.094	0	150	1600	0.094	0	150	1600	0.094	65	215	1600	0.134	0	215	1600	0.134	0	215	1600	0.134
EB Thru	1825	4800	0.391 *	40	1865	4800	0.400 *	0	1865	4800	0.400 *	342	2167	4800	0.468 *	40	2207	4800	0.476 *	0	2207	4800	0.476 *
EB Right	54	0	0.000	0	54	0	0.000	0	54	0	0.000	24	78	0	0.000	0	78	0	0.000	0	78	0	0.000
WB Left	8	1600	0.005 *	0	8	1600	0.005 *	0	8	1600	0.005 *	1	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *
WB Thru	832	4800	0.180	58	890	4800	0.193	0	890	4800	0.193	229	1061	4800	0.229	58	1119	4800	0.241	0	1119	4800	0.241
WB Right	34	0	0.000	0	34	0	0.000	0	34	0	0.000	6	40	0	0.000	0	40	0	0.000	0	40	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.654				0.662				0.662				0.754				0.762				0.762
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	34	1600	0.021 *	0	34	1600	0.021 *	0	34	1600	0.021 *	3	37	1600	0.023 *	0	37	1600	0.023 *	0	37	1600	0.023 *
NB Thru	41	1600	0.055	0	41	1600	0.055	0	41	1600	0.055	3	44	1600	0.059	0	44	1600	0.059	0	44	1600	0.059
NB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000
SB Left	145	1600	0.091	3	148	1600	0.093	0	148	1600	0.093	31	176	1600	0.110	3	179	1600	0.112	0	179	1600	0.112
SB Thru	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	3	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
SB Right	222	1600	0.139 *	0	222	1600	0.139 *	0	222	1600	0.139 *	23	245	1600	0.153 *	0	245	1600	0.153 *	0	245	1600	0.153 *
EB Left	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *	19	211	1600	0.132 *	0	211	1600	0.132 *	0	211	1600	0.132 *
EB Thru	516	4800	0.111	13	529	4800	0.113	0	529	4800	0.113	133	649	4800	0.139	13	662	4800	0.141	0	662	4800	0.141
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	2	17	0	0.000	0	17	0	0.000	0	17	0	0.000
WB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	3	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014
WB Thru	843	4800	0.203 *	20	863	4800	0.208 *	0	863	4800	0.208 *	83	926	4800	0.223 *	20	946	4800	0.228 *	0	946	4800	0.228 *
WB Right	132	0	0.000	3	135	0	0.000	0	135	0	0.000	14	146	0	0.000	3	149	0	0.000	0	149	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.583				0.588				0.588				0.631				0.636				0.636
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	3	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016
NB Thru	23	1600	0.033 *	0	23	1600	0.033 *	0	23	1600	0.033 *	3	26	1600	0.037 *	0	26	1600	0.037 *	0	26	1600	0.037 *
NB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	3	33	0	0.000	0	33	0	0.000	0	33	0	0.000
SB Left	170	1600	0.106 *	4	174	1600	0.109 *	0	174	1600	0.109 *	17	187	1600	0.117 *	4	191	1600	0.119 *	0	191	1600	0.119 *
SB Thru	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	3	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
SB Right	166	1600	0.104	0	166	1600	0.104	0	166	1600	0.104	23	189	1600	0.118	0	189	1600	0.118	0	189	1600	0.118
EB Left	302	1600	0.189	0	302	1600	0.189	0	302	1600	0.189	36	338	1600	0.211 *	0	338	1600	0.211 *	0	338	1600	0.211 *
EB Thru	1617	4800	0.345 *	22	1639	4800	0.350 *	0	1639	4800	0.350 *	147	1764	4800	0.376	22	1786	4800	0.381	0	1786	4800	0.381
EB Right	40	0	0.000	0	40	0	0.000	0	40	0	0.000	3	43	0	0.000	0	43	0	0.000	0	43	0	0.000
WB Left	29	1600	0.018 *	0	29	1600	0.018 *	0	29	1600	0.018 *	2	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019
WB Thru	644	4800	0.156	17	661	4800	0.160	0	661	4800	0.160	148	792	4800	0.193 *	17	809	4800	0.197 *	0	809	4800	0.197 *
WB Right	104	0	0.000	3	107	0	0.000	0	107	0	0.000	30	134	0	0.000	3	137	0	0.000	0	137	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.610				0.610				0.658				0.665				0.665
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	34	1600	0.021 *	0	34	1600	0.021 *	0	34	1600	0.021 *	4	38	1600	0.024 *	0	38	1600	0.024 *	0	38	1600	0.024 *
NB Thru	41	1600	0.055	0	41	1600	0.055	0	41	1600	0.055	4	45	1600	0.060	0	45	1600	0.060	0	45	1600	0.060
NB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000
SB Left	145	1600	0.091	5	150	1600	0.094	0	150	1600	0.094	33	178	1600	0.111	5	183	1600	0.114	0	183	1600	0.114
SB Thru	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	3	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
SB Right	222	1600	0.139 *	0	222	1600	0.139 *	0	222	1600	0.139 *	31	253	1600	0.158 *	0	253	1600	0.158 *	0	253	1600	0.158 *
EB Left	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *	20	212	1600	0.133 *	0	212	1600	0.133 *	0	212	1600	0.133 *
EB Thru	516	4800	0.111	25	541	4800	0.116	0	541	4800	0.116	139	655	4800	0.140	25	680	4800	0.145	0	680	4800	0.145
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	3	18	0	0.000	0	18	0	0.000	0	18	0	0.000
WB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	2	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
WB Thru	843	4800	0.203 *	23	866	4800	0.209 *	0	866	4800	0.209 *	112	955	4800	0.230 *	23	978	4800	0.235 *	0	978	4800	0.235 *
WB Right	132	0	0.000	4	136	0	0.000	0	136	0	0.000	15	147	0	0.000	4	151	0	0.000	0	151	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.583				0.589				0.589				0.644				0.650				0.650
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	3	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016
NB Thru	23	1600	0.033 *	0	23	1600	0.033 *	0	23	1600	0.033 *	4	27	1600	0.038 *	0	27	1600	0.038 *	0	27	1600	0.038 *
NB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	4	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SB Left	170	1600	0.106 *	5	175	1600	0.109 *	0	175	1600	0.109 *	20	190	1600	0.119 *	5	195	1600	0.122 *	0	195	1600	0.122 *
SB Thru	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	4	46	1600	0.029	0	46	1600	0.029	0	46	1600	0.029
SB Right	166	1600	0.104	0	166	1600	0.104	0	166	1600	0.104	28	194	1600	0.121	0	194	1600	0.121	0	194	1600	0.121
EB Left	302	1600	0.189	0	302	1600	0.189	0	302	1600	0.189	47	349	1600	0.218 *	0	349	1600	0.218 *	0	349	1600	0.218 *
EB Thru	1617	4800	0.345 *	25	1642	4800	0.350 *	0	1642	4800	0.350 *	202	1819	4800	0.388	25	1844	4800	0.394	0	1844	4800	0.394
EB Right	40	0	0.000	0	40	0	0.000	0	40	0	0.000	5	45	0	0.000	0	45	0	0.000	0	45	0	0.000
WB Left	29	1600	0.018 *	0	29	1600	0.018 *	0	29	1600	0.018 *	3	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
WB Thru	644	4800	0.156	27	671	4800	0.163	0	671	4800	0.163	155	799	4800	0.194 *	27	826	4800	0.201 *	0	826	4800	0.201 *
WB Right	104	0	0.000	5	109	0	0.000	0	109	0	0.000	29	133	0	0.000	5	138	0	0.000	0	138	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.611				0.611				0.669				0.679				0.679
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	34	1600	0.021 *	0	34	1600	0.021 *	0	34	1600	0.021 *	6	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *
NB Thru	41	1600	0.055	0	41	1600	0.055	0	41	1600	0.055	6	47	1600	0.063	0	47	1600	0.063	0	47	1600	0.063
NB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	7	54	0	0.000	0	54	0	0.000	0	54	0	0.000
SB Left	145	1600	0.091	9	154	1600	0.096	0	154	1600	0.096	41	186	1600	0.116	9	195	1600	0.122	0	195	1600	0.122
SB Thru	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	4	30	1600	0.019	0	30	1600	0.019	0	30	1600	0.019
SB Right	222	1600	0.139 *	0	222	1600	0.139 *	0	222	1600	0.139 *	43	265	1600	0.166 *	0	265	1600	0.166 *	0	265	1600	0.166 *
EB Left	192	1600	0.120 *	0	192	1600	0.120 *	0	192	1600	0.120 *	31	223	1600	0.139 *	0	223	1600	0.139 *	0	223	1600	0.139 *
EB Thru	516	4800	0.111	50	566	4800	0.121	0	566	4800	0.121	168	684	4800	0.146	50	734	4800	0.157	0	734	4800	0.157
EB Right	15	0	0.000	0	15	0	0.000	0	15	0	0.000	4	19	0	0.000	0	19	0	0.000	0	19	0	0.000
WB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	3	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014
WB Thru	843	4800	0.203 *	29	872	4800	0.210 *	0	872	4800	0.210 *	159	1002	4800	0.241 *	29	1031	4800	0.248 *	0	1031	4800	0.248 *
WB Right	132	0	0.000	5	137	0	0.000	0	137	0	0.000	23	155	0	0.000	5	160	0	0.000	0	160	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.583				0.590				0.590				0.671				0.678				0.678
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	4	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016
NB Thru	23	1600	0.033 *	0	23	1600	0.033 *	0	23	1600	0.033 *	5	28	1600	0.040 *	0	28	1600	0.040 *	0	28	1600	0.040 *
NB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	6	36	0	0.000	0	36	0	0.000	0	36	0	0.000
SB Left	170	1600	0.106 *	8	178	1600	0.111 *	0	178	1600	0.111 *	29	199	1600	0.124 *	8	207	1600	0.129 *	0	207	1600	0.129 *
SB Thru	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026	6	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030
SB Right	166	1600	0.104	0	166	1600	0.104	0	166	1600	0.104	38	204	1600	0.128	0	204	1600	0.128	0	204	1600	0.128
EB Left	302	1600	0.189	0	302	1600	0.189	0	302	1600	0.189	64	366	1600	0.229 *	0	366	1600	0.229 *	0	366	1600	0.229 *
EB Thru	1617	4800	0.345 *	40	1657	4800	0.354 *	0	1657	4800	0.354 *	293	1910	4800	0.408	40	1950	4800	0.416	0	1950	4800	0.416
EB Right	40	0	0.000	0	40	0	0.000	0	40	0	0.000	7	47	0	0.000	0	47	0	0.000	0	47	0	0.000
WB Left	29	1600	0.018 *	0	29	1600	0.018 *	0	29	1600	0.018 *	5	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
WB Thru	644	4800	0.156	58	702	4800	0.170	0	702	4800	0.170	191	835	4800	0.203 *	58	893	4800	0.217 *	0	893	4800	0.217 *
WB Right	104	0	0.000	11	115	0	0.000	0	115	0	0.000	35	139	0	0.000	11	150	0	0.000	0	150	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.616				0.616				0.696				0.715				0.715
LOS			B				B				B				B				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Wheeler Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: Wheeler Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU4

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	15	1600	0.009	21	36	1600	0.023	0	36	1600	0.023	15	30	1600	0.019	21	51	1600	0.032	0	51	1600	0.032
NB Thru	18	1600	0.011 *	12	30	1600	0.019 *	0	30	1600	0.019 *	7	25	1600	0.016 *	12	37	1600	0.023	0	37	1600	0.023
NB Right	7	1600	0.004	20	27	1600	0.017	0	27	1600	0.017	16	23	1600	0.014	20	43	1600	0.027 *	0	43	1600	0.027 *
SB Left	337	0	0.211 *	3	340	0	0.213 *	0	340	0	0.213 *	33	370	0	0.231 *	3	373	0	0.233 *	0	373	0	0.233 *
SB Thru	103	3200	0.192	3	106	3200	0.194	0	106	3200	0.194	45	148	3200	0.221	3	151	3200	0.223	0	151	3200	0.223
SB Right	174	0	0.000	0	174	0	0.000	0	174	0	0.000	14	188	0	0.000	0	188	0	0.000	0	188	0	0.000
EB Left	96	1600	0.060 *	0	96	1600	0.060 *	0	96	1600	0.060 *	8	104	1600	0.065 *	0	104	1600	0.065 *	0	104	1600	0.065 *
EB Thru	527	4800	0.123	11	538	4800	0.126	0	538	4800	0.126	47	574	4800	0.156	11	585	4800	0.160	0	585	4800	0.160
EB Right	64	0	0.000	5	69	0	0.000	0	69	0	0.000	112	176	0	0.000	5	181	0	0.000	0	181	0	0.000
WB Left	16	1600	0.010	5	21	1600	0.013	0	21	1600	0.013	109	125	1600	0.078	5	130	1600	0.081	0	130	1600	0.081
WB Thru	849	4800	0.246 *	3	852	4800	0.247 *	0	852	4800	0.247 *	72	921	4800	0.268 *	3	924	4800	0.269 *	0	924	4800	0.269 *
WB Right	333	0	0.000	1	334	0	0.000	0	334	0	0.000	31	364	0	0.000	1	365	0	0.000	0	365	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.628				0.638				0.638				0.680				0.694				0.694
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Wheeler Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: Wheeler Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU4

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	60	1600	0.038	11	71	1600	0.044	0	71	1600	0.044	116	176	1600	0.110	11	187	1600	0.117	0	187	1600	0.117
NB Thru	110	1600	0.069 *	6	116	1600	0.073 *	0	116	1600	0.073 *	47	157	1600	0.098	6	163	1600	0.102	0	163	1600	0.102
NB Right	55	1600	0.034	11	66	1600	0.041	0	66	1600	0.041	119	174	1600	0.109 *	11	185	1600	0.116 *	0	185	1600	0.116 *
SB Left	289	0	0.181 *	1	290	0	0.181 *	0	290	0	0.181 *	32	321	0	0.201 *	1	322	0	0.201 *	0	322	0	0.201 *
SB Thru	34	3200	0.136	12	46	3200	0.140	0	46	3200	0.140	9	43	3200	0.152	12	55	3200	0.156	0	55	3200	0.156
SB Right	112	0	0.000	0	112	0	0.000	0	112	0	0.000	9	121	0	0.000	0	121	0	0.000	0	121	0	0.000
EB Left	180	1600	0.113	0	180	1600	0.113	0	180	1600	0.113	15	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122
EB Thru	1645	4800	0.353 *	4	1649	4800	0.358 *	0	1649	4800	0.358 *	138	1783	4800	0.386 *	4	1787	4800	0.391 *	0	1787	4800	0.391 *
EB Right	50	0	0.000	21	71	0	0.000	0	71	0	0.000	20	70	0	0.000	21	91	0	0.000	0	91	0	0.000
WB Left	4	1600	0.003 *	20	24	1600	0.015 *	0	24	1600	0.015 *	15	19	1600	0.012 *	20	39	1600	0.024 *	0	39	1600	0.024 *
WB Thru	582	4800	0.184	9	591	4800	0.186	0	591	4800	0.186	52	634	4800	0.201	9	643	4800	0.204	0	643	4800	0.204
WB Right	299	0	0.000	2	301	0	0.000	0	301	0	0.000	34	333	0	0.000	2	335	0	0.000	0	335	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.705				0.727				0.727				0.807				0.833				0.833
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Wheeler Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: Wheeler Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU4

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	15	1600	0.009	21	36	1600	0.023	0	36	1600	0.023	16	31	1600	0.019	21	52	1600	0.033	0	52	1600	0.033
NB Thru	18	1600	0.011 *	12	30	1600	0.019 *	0	30	1600	0.019 *	8	26	1600	0.016 *	12	38	1600	0.024	0	38	1600	0.024
NB Right	7	1600	0.004	20	27	1600	0.017	0	27	1600	0.017	16	23	1600	0.014	20	43	1600	0.027 *	0	43	1600	0.027 *
SB Left	337	0	0.211 *	6	343	0	0.214 *	0	343	0	0.214 *	51	388	0	0.243 *	6	394	0	0.246 *	0	394	0	0.246 *
SB Thru	103	3200	0.192	4	107	3200	0.195	0	107	3200	0.195	48	151	3200	0.229	4	155	3200	0.232	0	155	3200	0.232
SB Right	174	0	0.000	0	174	0	0.000	0	174	0	0.000	19	193	0	0.000	0	193	0	0.000	0	193	0	0.000
EB Left	96	1600	0.060 *	0	96	1600	0.060 *	0	96	1600	0.060 *	10	106	1600	0.066 *	0	106	1600	0.066 *	0	106	1600	0.066 *
EB Thru	527	4800	0.123	23	550	4800	0.129	0	550	4800	0.129	75	602	4800	0.163	23	625	4800	0.169	0	625	4800	0.169
EB Right	64	0	0.000	7	71	0	0.000	0	71	0	0.000	114	178	0	0.000	7	185	0	0.000	0	185	0	0.000
WB Left	16	1600	0.010	6	22	1600	0.014	0	22	1600	0.014	110	126	1600	0.079	6	132	1600	0.083	0	132	1600	0.083
WB Thru	849	4800	0.246 *	6	855	4800	0.248 *	0	855	4800	0.248 *	95	944	4800	0.274 *	6	950	4800	0.276 *	0	950	4800	0.276 *
WB Right	333	0	0.000	2	335	0	0.000	0	335	0	0.000	40	373	0	0.000	2	375	0	0.000	0	375	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.628				0.641				0.641				0.699				0.715				0.715
LOS			B				B				B				B				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Wheeler Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: Wheeler Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU4

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	60	1600	0.038	12	72	1600	0.045	0	72	1600	0.045	118	178	1600	0.111	12	190	1600	0.119	0	190	1600	0.119
NB Thru	110	1600	0.069 *	7	117	1600	0.073 *	0	117	1600	0.073 *	50	160	1600	0.100	7	167	1600	0.104	0	167	1600	0.104
NB Right	55	1600	0.034	11	66	1600	0.041	0	66	1600	0.041	120	175	1600	0.109 *	11	186	1600	0.116 *	0	186	1600	0.116 *
SB Left	289	0	0.181 *	2	291	0	0.182 *	0	291	0	0.182 *	40	329	0	0.206 *	2	331	0	0.207 *	0	331	0	0.207 *
SB Thru	34	3200	0.136	11	45	3200	0.140	0	45	3200	0.140	10	44	3200	0.156	11	55	3200	0.160	0	55	3200	0.160
SB Right	112	0	0.000	0	112	0	0.000	0	112	0	0.000	13	125	0	0.000	0	125	0	0.000	0	125	0	0.000
EB Left	180	1600	0.113	0	180	1600	0.113	0	180	1600	0.113	20	200	1600	0.125	0	200	1600	0.125	0	200	1600	0.125
EB Thru	1645	4800	0.353 *	10	1655	4800	0.359 *	0	1655	4800	0.359 *	189	1834	4800	0.397 *	10	1844	4800	0.403 *	0	1844	4800	0.403 *
EB Right	50	0	0.000	20	70	0	0.000	0	70	0	0.000	22	72	0	0.000	20	92	0	0.000	0	92	0	0.000
WB Left	4	1600	0.003 *	19	23	1600	0.014 *	0	23	1600	0.014 *	15	19	1600	0.012 *	19	38	1600	0.024 *	0	38	1600	0.024 *
WB Thru	582	4800	0.184	20	602	4800	0.189	0	602	4800	0.189	83	665	4800	0.211	20	685	4800	0.216	0	685	4800	0.216
WB Right	299	0	0.000	5	304	0	0.000	0	304	0	0.000	49	348	0	0.000	5	353	0	0.000	0	353	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.705				0.729				0.729				0.824				0.850				0.850
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Wheeler Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: Wheeler Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU4

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	15	1600	0.009	21	36	1600	0.023	0	36	1600	0.023	17	32	1600	0.020	21	53	1600	0.033	0	53	1600	0.033
NB Thru	18	1600	0.011 *	12	30	1600	0.019 *	0	30	1600	0.019 *	9	27	1600	0.017 *	12	39	1600	0.024	0	39	1600	0.024
NB Right	7	1600	0.004	20	27	1600	0.017	0	27	1600	0.017	16	23	1600	0.014	20	43	1600	0.027 *	0	43	1600	0.027 *
SB Left	337	0	0.211 *	6	343	0	0.214 *	0	343	0	0.214 *	70	407	0	0.254 *	6	413	0	0.258 *	0	413	0	0.258 *
SB Thru	103	3200	0.192	4	107	3200	0.200	0	107	3200	0.200	54	157	3200	0.240	4	161	3200	0.248	0	161	3200	0.248
SB Right	174	0	0.000	15	189	0	0.000	0	189	0	0.000	29	203	0	0.000	15	218	0	0.000	0	218	0	0.000
EB Left	96	1600	0.060 *	2	98	1600	0.061 *	0	98	1600	0.061 *	16	112	1600	0.070 *	2	114	1600	0.071 *	0	114	1600	0.071 *
EB Thru	527	4800	0.123	30	557	4800	0.131	0	557	4800	0.131	105	632	4800	0.170	30	662	4800	0.177	0	662	4800	0.177
EB Right	64	0	0.000	7	71	0	0.000	0	71	0	0.000	118	182	0	0.000	7	189	0	0.000	0	189	0	0.000
WB Left	16	1600	0.010	6	22	1600	0.014	0	22	1600	0.014	111	127	1600	0.079	6	133	1600	0.083	0	133	1600	0.083
WB Thru	849	4800	0.246 *	34	883	4800	0.254 *	0	883	4800	0.254 *	142	991	4800	0.288 *	34	1025	4800	0.295 *	0	1025	4800	0.295 *
WB Right	333	0	0.000	2	335	0	0.000	0	335	0	0.000	58	391	0	0.000	2	393	0	0.000	0	393	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.628				0.648				0.648				0.729				0.752				0.752
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Wheeler Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: Wheeler Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU4

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	60	1600	0.038	12	72	1600	0.045	0	72	1600	0.045	121	181	1600	0.113	12	193	1600	0.121	0	193	1600	0.121
NB Thru	110	1600	0.069 *	7	117	1600	0.073 *	0	117	1600	0.073 *	56	166	1600	0.104	7	173	1600	0.108	0	173	1600	0.108
NB Right	55	1600	0.034	11	66	1600	0.041	0	66	1600	0.041	123	178	1600	0.111 *	11	189	1600	0.118 *	0	189	1600	0.118 *
SB Left	289	0	0.181 *	6	295	0	0.184 *	0	295	0	0.184 *	56	345	0	0.216 *	6	351	0	0.219 *	0	351	0	0.219 *
SB Thru	34	3200	0.136	11	45	3200	0.142	0	45	3200	0.142	12	46	3200	0.163	11	57	3200	0.169	0	57	3200	0.169
SB Right	112	0	0.000	3	115	0	0.000	0	115	0	0.000	19	131	0	0.000	3	134	0	0.000	0	134	0	0.000
EB Left	180	1600	0.113	14	194	1600	0.121	0	194	1600	0.121	30	210	1600	0.131	14	224	1600	0.140	0	224	1600	0.140
EB Thru	1645	4800	0.353 *	46	1691	4800	0.367 *	0	1691	4800	0.367 *	281	1926	4800	0.417 *	46	1972	4800	0.431 *	0	1972	4800	0.431 *
EB Right	50	0	0.000	20	70	0	0.000	0	70	0	0.000	25	75	0	0.000	20	95	0	0.000	0	95	0	0.000
WB Left	4	1600	0.003 *	19	23	1600	0.014 *	0	23	1600	0.014 *	16	20	1600	0.013 *	19	39	1600	0.024 *	0	39	1600	0.024 *
WB Thru	582	4800	0.184	39	621	4800	0.193	0	621	4800	0.193	115	697	4800	0.221	39	736	4800	0.231	0	736	4800	0.231
WB Right	299	0	0.000	8	307	0	0.000	0	307	0	0.000	66	365	0	0.000	8	373	0	0.000	0	373	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.705				0.739				0.739				0.856				0.893				0.893
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	788	13	19	1107	38	4	4	2	37	5	29
Future Vol, veh/h	31	788	13	19	1107	38	4	4	2	37	5	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	866	14	21	1216	42	4	4	2	41	5	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1258	0	0	880	0	0	1473	2241	440	1696	2227	630
Stage 1	-	-	-	-	-	-	941	941	-	1279	1279	-
Stage 2	-	-	-	-	-	-	532	1300	-	417	948	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	293	-	-	447	-	-	134	42	483	98	43	364
Stage 1	-	-	-	-	-	-	219	340	-	127	235	-
Stage 2	-	-	-	-	-	-	456	230	-	534	338	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	293	-	-	447	-	-	95	35	483	78	36	364
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	35	-	78	36	-
Stage 1	-	-	-	-	-	-	194	301	-	112	224	-
Stage 2	-	-	-	-	-	-	386	219	-	463	299	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	75.2	109.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	62	293	-	-	447	-	-	102
HCM Lane V/C Ratio	0.177	0.116	-	-	0.047	-	-	0.765
HCM Control Delay (s)	75.2	18.9	-	-	13.4	-	-	109.7
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0.1	-	-	4.1

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	1831	11	14	779	38	9	8	9	16	1	19
Future Vol, veh/h	90	1831	11	14	779	38	9	8	9	16	1	19
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	1990	12	15	847	41	10	9	10	17	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	888	0	0	2007	0	0	2570	3115	1007	1895	3101	447
Stage 1	-	-	-	-	-	-	2197	2197	-	898	898	-
Stage 2	-	-	-	-	-	-	373	918	-	997	2203	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	443	-	-	124	-	-	28	11	205	74	11	478
Stage 1	-	-	-	-	-	-	28	82	-	234	356	-
Stage 2	-	-	-	-	-	-	568	349	-	236	81	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	442	-	-	124	-	-	18	~ 7	204	-	7	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	18	~ 7	-	-	7	-
Stage 1	-	-	-	-	-	-	22	64	-	182	313	-
Stage 2	-	-	-	-	-	-	475	307	-	151	63	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	$ 936.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	442	-	-	124	-	-	-
HCM Lane V/C Ratio	1.884	0.221	-	-	0.123	-	-	-
HCM Control Delay (s)	$ 936.9	15.4	-	-	38.1	-	-	-
HCM Lane LOS	F	C	-	-	E	-	-	-
HCM 95th %tile Q(veh)	4.2	0.8	-	-	0.4	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	822	13	19	1116	38	4	4	2	37	5	29
Future Vol, veh/h	31	822	13	19	1116	38	4	4	2	37	5	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	903	14	21	1226	42	4	4	2	41	5	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1268	0	0	918	0	0	1515	2289	459	1721	2275	635
Stage 1	-	-	-	-	-	-	979	979	-	1289	1289	-
Stage 2	-	-	-	-	-	-	536	1310	-	432	986	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	290	-	-	429	-	-	126	39	470	94	40	361
Stage 1	-	-	-	-	-	-	206	326	-	125	232	-
Stage 2	-	-	-	-	-	-	453	227	-	523	324	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	290	-	-	429	-	-	88	33	470	74	34	361
Mov Cap-2 Maneuver	-	-	-	-	-	-	88	33	-	74	34	-
Stage 1	-	-	-	-	-	-	182	288	-	110	221	-
Stage 2	-	-	-	-	-	-	383	216	-	453	286	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	79.5	119.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	59	290	-	-	429	-	-	98
HCM Lane V/C Ratio	0.186	0.117	-	-	0.049	-	-	0.796
HCM Control Delay (s)	79.5	19.1	-	-	13.8	-	-	119.4
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0.2	-	-	4.3

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	1848	11	14	811	38	9	8	9	16	1	19
Future Vol, veh/h	90	1848	11	14	811	38	9	8	9	16	1	19
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	2009	12	15	882	41	10	9	10	17	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	923	0	0	2026	0	0	2602	3168	1016	1937	3154	464
Stage 1	-	-	-	-	-	-	2215	2215	-	933	933	-
Stage 2	-	-	-	-	-	-	387	953	-	1004	2221	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	426	-	-	121	-	-	26	10	202	69	11	466
Stage 1	-	-	-	-	-	-	27	80	-	222	343	-
Stage 2	-	-	-	-	-	-	557	336	-	234	79	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	425	-	-	121	-	-	16	~ 7	201	-	7	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	~ 7	-	-	7	-
Stage 1	-	-	-	-	-	-	21	61	-	171	300	-
Stage 2	-	-	-	-	-	-	463	294	-	147	60	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	$ 936.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	425	-	-	121	-	-	-
HCM Lane V/C Ratio	1.884	0.23	-	-	0.126	-	-	-
HCM Control Delay (s)	$ 936.9	16	-	-	39	-	-	-
HCM Lane LOS	F	C	-	-	E	-	-	-
HCM 95th %tile Q(veh)	4.2	0.9	-	-	0.4	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	12.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	878	14	21	1324	41	4	4	2	40	5	31
Future Vol, veh/h	34	878	14	21	1324	41	4	4	2	40	5	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	965	15	23	1455	45	4	4	2	44	5	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1500	0	0	980	0	0	1679	2593	490	1987	2579	751
Stage 1	-	-	-	-	-	-	1047	1047	-	1524	1524	-
Stage 2	-	-	-	-	-	-	632	1546	-	463	1055	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	223	-	-	400	-	-	100	25	448	65	25	303
Stage 1	-	-	-	-	-	-	185	303	-	85	179	-
Stage 2	-	-	-	-	-	-	396	174	-	501	301	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	223	-	-	400	-	-	59	20	448	45	20	303
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	20	-	45	20	-
Stage 1	-	-	-	-	-	-	154	253	-	71	169	-
Stage 2	-	-	-	-	-	-	320	164	-	409	251	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	139.1	$ 355.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	37	223	-	-	400	-	-	61
HCM Lane V/C Ratio	0.297	0.168	-	-	0.058	-	-	1.369
HCM Control Delay (s)	139.1	24.4	-	-	14.6	-	-	$ 355.1
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1	0.6	-	-	0.2	-	-	7.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	20.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	2118	12	15	874	41	10	9	10	17	1	21
Future Vol, veh/h	97	2118	12	15	874	41	10	9	10	17	1	21
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	2302	13	16	950	45	11	10	11	18	1	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	995	0	0	2320	0	0	2941	3552	1164	2143	3536	500
Stage 1	-	-	-	-	-	-	2525	2525	-	1005	1005	-
Stage 2	-	-	-	-	-	-	416	1027	-	1138	2531	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	394	-	-	86	-	-	16	~ 6	161	52	6	442
Stage 1	-	-	-	-	-	-	16	55	-	197	317	-
Stage 2	-	-	-	-	-	-	535	310	-	193	55	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	393	-	-	86	-	-	~ 8	~ 4	160	-	4	441
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	~ 4	-	-	4	-
Stage 1	-	-	-	-	-	-	12	40	-	144	258	-
Stage 2	-	-	-	-	-	-	410	252	-	99	40	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	$ 2228.1	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	8	393	-	-	86	-	-	-
HCM Lane V/C Ratio	3.94	0.268	-	-	0.19	-	-	-
HCM Control Delay (s)	$ 2228.1	17.5	-	-	56.4	-	-	-
HCM Lane LOS	F	C	-	-	F	-	-	-
HCM 95th %tile Q(veh)	5.2	1.1	-	-	0.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	13.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	912	14	21	1333	41	4	4	2	40	5	31
Future Vol, veh/h	34	912	14	21	1333	41	4	4	2	40	5	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	1002	15	23	1465	45	4	4	2	44	5	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1510	0	0	1018	0	0	1721	2641	509	2012	2626	756
Stage 1	-	-	-	-	-	-	1085	1085	-	1534	1534	-
Stage 2	-	-	-	-	-	-	636	1556	-	478	1092	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	220	-	-	384	-	-	94	23	436	62	24	301
Stage 1	-	-	-	-	-	-	174	291	-	84	177	-
Stage 2	-	-	-	-	-	-	394	172	-	491	289	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	220	-	-	384	-	-	54	18	436	~ 42	19	301
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	18	-	~ 42	19	-
Stage 1	-	-	-	-	-	-	145	242	-	70	166	-
Stage 2	-	-	-	-	-	-	317	162	-	399	240	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	161.2	$ 389.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	33	220	-	-	384	-	-	58
HCM Lane V/C Ratio	0.333	0.17	-	-	0.06	-	-	1.44
HCM Control Delay (s)	161.2	24.7	-	-	15	-	-	$ 389.7
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.1	0.6	-	-	0.2	-	-	7.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	28.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	2135	12	15	906	41	10	9	10	17	1	21
Future Vol, veh/h	97	2135	12	15	906	41	10	9	10	17	1	21
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	105	2321	13	16	985	45	11	10	11	18	1	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1029	0	0	2339	0	0	2973	3605	1173	2185	3590	518
Stage 1	-	-	-	-	-	-	2543	2543	-	1040	1040	-
Stage 2	-	-	-	-	-	-	430	1062	-	1145	2550	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	379	-	-	84	-	-	15	~ 5	159	49	5	430
Stage 1	-	-	-	-	-	-	15	54	-	187	306	-
Stage 2	-	-	-	-	-	-	525	298	-	191	53	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	378	-	-	84	-	-	~ 7	~ 3	158	-	3	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	~ 3	-	-	3	-
Stage 1	-	-	-	-	-	-	11	39	-	135	248	-
Stage 2	-	-	-	-	-	-	399	241	-	96	38	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	$ 3090	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	6	378	-	-	84	-	-	-
HCM Lane V/C Ratio	5.254	0.279	-	-	0.194	-	-	-
HCM Control Delay (s)	$ 3090	18.2	-	-	57.9	-	-	-
HCM Lane LOS	F	C	-	-	F	-	-	-
HCM 95th %tile Q(veh)	5.4	1.1	-	-	0.7	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	837	13	19	1121	38	4	4	2	37	5	29
Future Vol, veh/h	31	837	13	19	1121	38	4	4	2	37	5	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	920	14	21	1232	42	4	4	2	41	5	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1274	0	0	934	0	0	1533	2310	467	1733	2297	638
Stage 1	-	-	-	-	-	-	995	995	-	1295	1295	-
Stage 2	-	-	-	-	-	-	538	1315	-	438	1002	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	288	-	-	421	-	-	123	38	464	93	38	359
Stage 1	-	-	-	-	-	-	201	321	-	124	231	-
Stage 2	-	-	-	-	-	-	452	226	-	519	318	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	288	-	-	421	-	-	85	32	464	73	32	359
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	32	-	73	32	-
Stage 1	-	-	-	-	-	-	177	283	-	109	219	-
Stage 2	-	-	-	-	-	-	381	215	-	448	280	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	82.7	127.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	57	288	-	-	421	-	-	95
HCM Lane V/C Ratio	0.193	0.118	-	-	0.05	-	-	0.821
HCM Control Delay (s)	82.7	19.2	-	-	14	-	-	127.7
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0.2	-	-	4.5

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	1854	11	14	823	38	9	8	9	16	1	19
Future Vol, veh/h	90	1854	11	14	823	38	9	8	9	16	1	19
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	2015	12	15	895	41	10	9	10	17	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	936	0	0	2032	0	0	2614	3188	1020	1953	3174	471
Stage 1	-	-	-	-	-	-	2222	2222	-	946	946	-
Stage 2	-	-	-	-	-	-	392	966	-	1007	2228	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	420	-	-	120	-	-	26	10	201	68	10	461
Stage 1	-	-	-	-	-	-	26	79	-	217	338	-
Stage 2	-	-	-	-	-	-	553	331	-	233	79	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	419	-	-	120	-	-	16	~ 7	200	-	7	460
Mov Cap-2 Maneuver	-	-	-	-	-	-	16	~ 7	-	-	7	-
Stage 1	-	-	-	-	-	-	20	60	-	166	296	-
Stage 2	-	-	-	-	-	-	459	290	-	145	60	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	$ 936.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	419	-	-	120	-	-	-
HCM Lane V/C Ratio	1.884	0.233	-	-	0.127	-	-	-
HCM Control Delay (s)	$ 936.9	16.2	-	-	39.3	-	-	-
HCM Lane LOS	F	C	-	-	E	-	-	-
HCM 95th %tile Q(veh)	4.2	0.9	-	-	0.4	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	29.1											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	923	15	21	1354	42	4	4	6	59	6	32
Future Vol, veh/h	35	923	15	21	1354	42	4	4	6	59	6	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	1014	16	23	1488	46	4	4	7	65	7	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1534	0	0	1031	0	0	1745	2679	515	2042	2665	768
Stage 1	-	-	-	-	-	-	1099	1099	-	1557	1557	-
Stage 2	-	-	-	-	-	-	646	1580	-	485	1108	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	214	-	-	378	-	-	91	22	432	~ 60	22	295
Stage 1	-	-	-	-	-	-	170	287	-	81	172	-
Stage 2	-	-	-	-	-	-	388	168	-	486	284	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	214	-	-	378	-	-	47	17	432	~ 39	17	295
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	17	-	~ 39	17	-
Stage 1	-	-	-	-	-	-	140	236	-	67	162	-
Stage 2	-	-	-	-	-	-	308	158	-	386	234	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	133.8	$ 719.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	42	214	-	-	378	-	-	49
HCM Lane V/C Ratio	0.366	0.18	-	-	0.061	-	-	2.175
HCM Control Delay (s)	133.8	25.5	-	-	15.1	-	-	$ 719.6
HCM Lane LOS	F	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	1.3	0.6	-	-	0.2	-	-	10.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	28.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	2173	12	21	917	59	10	9	0	18	1	21
Future Vol, veh/h	100	2173	12	21	917	59	10	9	0	18	1	21
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	2362	13	23	997	64	11	10	0	20	1	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1061	0	0	2380	0	0	3039	3698	1194	2242	3671	533
Stage 1	-	-	-	-	-	-	2591	2591	-	1074	1074	-
Stage 2	-	-	-	-	-	-	448	1107	-	1168	2597	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	366	-	-	80	-	-	14	~ 5	154	45	5	421
Stage 1	-	-	-	-	-	-	14	51	-	177	294	-
Stage 2	-	-	-	-	-	-	512	284	-	185	51	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	365	-	-	80	-	-	~ 5	~ 2	153	-	2	420
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	~ 2	-	-	2	-
Stage 1	-	-	-	-	-	-	~ 10	36	-	124	209	-
Stage 2	-	-	-	-	-	-	342	202	-	94	36	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.4	$ 4867.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	3	365	-	-	80	-	-	-
HCM Lane V/C Ratio	6.884	0.298	-	-	0.285	-	-	-
HCM Control Delay (s)	$ 4867.7	19	-	-	67.1	-	-	-
HCM Lane LOS	F	C	-	-	F	-	-	-
HCM 95th %tile Q(veh)	4.1	1.2	-	-	1	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	32.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	972	15	21	1368	42	4	4	6	59	6	32
Future Vol, veh/h	35	972	15	21	1368	42	4	4	6	59	6	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	1068	16	23	1503	46	4	4	7	65	7	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1549	0	0	1085	0	0	1805	2749	542	2079	2735	776
Stage 1	-	-	-	-	-	-	1153	1153	-	1573	1573	-
Stage 2	-	-	-	-	-	-	652	1596	-	506	1162	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	211	-	-	356	-	-	84	20	415	~ 57	20	292
Stage 1	-	-	-	-	-	-	156	270	-	78	169	-
Stage 2	-	-	-	-	-	-	385	165	-	472	267	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	211	-	-	356	-	-	40	15	415	~ 36	15	292
Mov Cap-2 Maneuver	-	-	-	-	-	-	40	15	-	~ 36	15	-
Stage 1	-	-	-	-	-	-	128	221	-	~ 64	158	-
Stage 2	-	-	-	-	-	-	303	154	-	373	219	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.2	159.2	$ 817.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	37	211	-	-	356	-	-	45
HCM Lane V/C Ratio	0.416	0.182	-	-	0.065	-	-	2.369
HCM Control Delay (s)	159.2	25.8	-	-	15.8	-	-	$ 817.4
HCM Lane LOS	F	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	1.4	0.6	-	-	0.2	-	-	11.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	28.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	100	2196	12	21	961	59	10	9	0	18	1	21
Future Vol, veh/h	100	2196	12	21	961	59	10	9	0	18	1	21
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	109	2387	13	23	1045	64	11	10	0	20	1	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1109	0	0	2405	0	0	3083	3770	1206	2300	3744	557
Stage 1	-	-	-	-	-	-	2616	2616	-	1122	1122	-
Stage 2	-	-	-	-	-	-	467	1154	-	1178	2622	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	347	-	-	78	-	-	13	~ 4	151	41	4	406
Stage 1	-	-	-	-	-	-	13	49	-	164	279	-
Stage 2	-	-	-	-	-	-	499	270	-	182	49	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	346	-	-	78	-	-	~ 4	~ 2	150	-	2	405
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 4	~ 2	-	-	2	-
Stage 1	-	-	-	-	-	-	~ 9	33	-	112	197	-
Stage 2	-	-	-	-	-	-	329	190	-	88	33	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.4	$ 4867.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	3	346	-	-	78	-	-	-
HCM Lane V/C Ratio	6.884	0.314	-	-	0.293	-	-	-
HCM Control Delay (s)	$ 4867.7	20.1	-	-	69.2	-	-	-
HCM Lane LOS	F	C	-	-	F	-	-	-
HCM 95th %tile Q(veh)	4.1	1.3	-	-	1.1	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	844	13	19	1149	38	4	4	2	37	5	29
Future Vol, veh/h	31	844	13	19	1149	38	4	4	2	37	5	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	927	14	21	1263	42	4	4	2	41	5	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1304	0	0	942	0	0	1554	2349	471	1766	2335	653
Stage 1	-	-	-	-	-	-	1003	1003	-	1325	1325	-
Stage 2	-	-	-	-	-	-	551	1346	-	441	1010	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	278	-	-	417	-	-	119	36	461	89	36	351
Stage 1	-	-	-	-	-	-	198	318	-	118	223	-
Stage 2	-	-	-	-	-	-	444	218	-	517	316	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	278	-	-	417	-	-	81	30	461	69	30	351
Mov Cap-2 Maneuver	-	-	-	-	-	-	81	30	-	69	30	-
Stage 1	-	-	-	-	-	-	174	279	-	104	212	-
Stage 2	-	-	-	-	-	-	373	207	-	444	277	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	89.9	143.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	278	-	-	417	-	-	90
HCM Lane V/C Ratio	0.207	0.123	-	-	0.05	-	-	0.867
HCM Control Delay (s)	89.9	19.8	-	-	14.1	-	-	143.5
HCM Lane LOS	F	C	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.7	0.4	-	-	0.2	-	-	4.7

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	90	1893	11	14	845	38	9	8	9	16	1	19
Future Vol, veh/h	90	1893	11	14	845	38	9	8	9	16	1	19
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	2058	12	15	918	41	10	9	10	17	1	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	960	0	0	2075	0	0	2665	3254	1041	1994	3240	483
Stage 1	-	-	-	-	-	-	2264	2264	-	970	970	-
Stage 2	-	-	-	-	-	-	401	990	-	1024	2270	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	409	-	-	115	-	-	24	9	195	64	9	453
Stage 1	-	-	-	-	-	-	25	75	-	209	330	-
Stage 2	-	-	-	-	-	-	546	323	-	227	75	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	408	-	-	115	-	-	15	~ 6	194	-	6	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	15	~ 6	-	-	6	-
Stage 1	-	-	-	-	-	-	19	57	-	159	287	-
Stage 2	-	-	-	-	-	-	450	281	-	139	57	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.6	$ 1129.7	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	13	408	-	-	115	-	-	-
HCM Lane V/C Ratio	2.174	0.24	-	-	0.132	-	-	-
HCM Control Delay (s)	$ 1129.7	16.6	-	-	41	-	-	-
HCM Lane LOS	F	C	-	-	E	-	-	-
HCM 95th %tile Q(veh)	4.3	0.9	-	-	0.4	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	45.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	967	15	22	1416	45	5	5	6	61	6	34
Future Vol, veh/h	36	967	15	22	1416	45	5	5	6	61	6	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	1063	16	24	1556	49	5	5	7	67	7	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1605	0	0	1079	0	0	1825	2804	540	2136	2787	804
Stage 1	-	-	-	-	-	-	1150	1150	-	1629	1629	-
Stage 2	-	-	-	-	-	-	675	1654	-	507	1158	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	198	-	-	358	-	-	81	18	416	~ 52	18	280
Stage 1	-	-	-	-	-	-	156	271	-	72	159	-
Stage 2	-	-	-	-	-	-	373	154	-	472	269	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	198	-	-	358	-	-	35	13	416	~ 28	13	280
Mov Cap-2 Maneuver	-	-	-	-	-	-	35	13	-	~ 28	13	-
Stage 1	-	-	-	-	-	-	124	216	-	~ 57	148	-
Stage 2	-	-	-	-	-	-	288	144	-	361	215	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	232.7	$ 1130
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	30	198	-	-	358	-	-	37
HCM Lane V/C Ratio	0.586	0.2	-	-	0.068	-	-	3
HCM Control Delay (s)	232.7	27.7	-	-	15.8	-	-	$ 1130
HCM Lane LOS	F	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	1.9	0.7	-	-	0.2	-	-	12.6

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	49											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	2275	13	21	961	62	11	9	1	19	1	22
Future Vol, veh/h	106	2275	13	21	961	62	11	9	1	19	1	22
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	2473	14	23	1045	67	12	10	1	21	1	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1112	0	0	2492	0	0	3182	3873	1249	2349	3846	559
Stage 1	-	-	-	-	-	-	2715	2715	-	1124	1124	-
Stage 2	-	-	-	-	-	-	467	1158	-	1225	2722	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	345	-	-	70	-	-	~ 11	~ 3	141	38	4	405
Stage 1	-	-	-	-	-	-	~ 11	44	-	163	279	-
Stage 2	-	-	-	-	-	-	499	269	-	170	43	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	344	-	-	70	-	-	~ 3	~ 1	140	-	2	404
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 3	~ 1	-	-	2	-
Stage 1	-	-	-	-	-	-	~ 7	29	-	109	187	-
Stage 2	-	-	-	-	-	-	312	181	-	74	28	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	1.6	$ 7986.4	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	2	344	-	-	70	-	-	-
HCM Lane V/C Ratio	11.413	0.335	-	-	0.326	-	-	-
HCM Control Delay (s)	$ 7986.4	20.6	-	-	79.5	-	-	-
HCM Lane LOS	F	C	-	-	F	-	-	-
HCM 95th %tile Q(veh)	4.5	1.4	-	-	1.2	-	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	55.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	1023	15	22	1458	45	5	5	6	61	6	34
Future Vol, veh/h	36	1023	15	22	1458	45	5	5	6	61	6	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	1124	16	24	1602	49	5	5	7	67	7	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1652	0	0	1141	0	0	1906	2912	570	2207	2895	827
Stage 1	-	-	-	-	-	-	1212	1212	-	1675	1675	-
Stage 2	-	-	-	-	-	-	694	1700	-	532	1220	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	187	-	-	334	-	-	73	15	398	~ 47	16	270
Stage 1	-	-	-	-	-	-	142	253	-	~ 66	150	-
Stage 2	-	-	-	-	-	-	363	146	-	456	251	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	187	-	-	334	-	-	29	11	398	~ 23	12	270
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	11	-	~ 23	12	-
Stage 1	-	-	-	-	-	-	112	199	-	~ 52	139	-
Stage 2	-	-	-	-	-	-	276	136	-	343	197	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	$ 305.9	$ 1425.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	25	187	-	-	334	-	-	31
HCM Lane V/C Ratio	0.703	0.212	-	-	0.072	-	-	3.58
HCM Control Delay (s)	$ 305.9	29.3	-	-	16.6	-	-	$ 1425.7
HCM Lane LOS	F	D	-	-	C	-	-	F
HCM 95th %tile Q(veh)	2.1	0.8	-	-	0.2	-	-	13.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	2337	13	21	1027	62	11	9	1	19	1	22
Future Vol, veh/h	106	2337	13	21	1027	62	11	9	1	19	1	22
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	2540	14	23	1116	67	12	10	1	21	1	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1184	0	0	2559	0	0	3279	4012	1283	2448	3986	595
Stage 1	-	-	-	-	-	-	2783	2783	-	1196	1196	-
Stage 2	-	-	-	-	-	-	496	1229	-	1252	2790	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	319	-	-	65	-	-	~ 10	~ 3	134	33	3	383
Stage 1	-	-	-	-	-	-	~ 10	40	-	145	258	-
Stage 2	-	-	-	-	-	-	479	248	-	163	40	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	318	-	-	65	-	-	-	~ 1	133	-	~ 1	382
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	~ 6	25	-	93	167	-
Stage 2	-	-	-	-	-	-	287	160	-	63	25	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	318	-	-	65	-	-	-
HCM Lane V/C Ratio	-	0.362	-	-	0.351	-	-	-
HCM Control Delay (s)	-	22.6	-	-	87.8	-	-	-
HCM Lane LOS	-	C	-	-	F	-	-	-
HCM 95th %tile Q(veh)	-	1.6	-	-	1.3	-	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	39.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	1023	15	22	1458	45	5	5	6	61	6	34
Future Vol, veh/h	36	1023	15	22	1458	45	5	5	6	61	6	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	40	1124	16	24	1602	49	5	5	7	67	7	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1652	0	0	1141	0	0	1906	2912	570	2207	2895	827
Stage 1	-	-	-	-	-	-	1212	1212	-	1675	1675	-
Stage 2	-	-	-	-	-	-	694	1700	-	532	1220	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	187	-	-	334	-	-	73	15	398	~ 47	16	270
Stage 1	-	-	-	-	-	-	142	253	-	~ 66	150	-
Stage 2	-	-	-	-	-	-	363	146	-	456	251	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	187	-	-	334	-	-	29	11	398	~ 23	12	270
Mov Cap-2 Maneuver	-	-	-	-	-	-	29	11	-	~ 23	12	-
Stage 1	-	-	-	-	-	-	112	199	-	~ 52	139	-
Stage 2	-	-	-	-	-	-	276	136	-	343	197	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.2	$ 305.9	$ 1006.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	25	187	-	-	334	-	-	21	270
HCM Lane V/C Ratio	0.703	0.212	-	-	0.072	-	-	3.506	0.138
HCM Control Delay (s)	$ 305.9	29.3	-	-	16.6	-	-	$ 1507.4	20.5
HCM Lane LOS	F	D	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)	2.1	0.8	-	-	0.2	-	-	9.5	0.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	1.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	106	2337	13	21	1027	62	11	9	1	19	1	22
Future Vol, veh/h	106	2337	13	21	1027	62	11	9	1	19	1	22
Conflicting Peds, #/hr	0	0	5	0	0	0	0	0	1	0	0	3
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	110	-	-	-	-	-	-	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	2540	14	23	1116	67	12	10	1	21	1	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1184	0	0	2559	0	0	3279	4012	1283	2448	3986	595
Stage 1	-	-	-	-	-	-	2783	2783	-	1196	1196	-
Stage 2	-	-	-	-	-	-	496	1229	-	1252	2790	-
Critical Hdwy	5.34	-	-	5.34	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.12	-	-	3.12	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	319	-	-	65	-	-	~ 10	~ 3	134	33	3	383
Stage 1	-	-	-	-	-	-	~ 10	40	-	145	258	-
Stage 2	-	-	-	-	-	-	479	248	-	163	40	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	318	-	-	65	-	-	-	~ 1	133	-	~ 1	382
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 1	-	-	~ 1	-
Stage 1	-	-	-	-	-	-	~ 6	25	-	93	167	-
Stage 2	-	-	-	-	-	-	287	160	-	63	25	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.7		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	318	-	-	65	-	-	-	382
HCM Lane V/C Ratio	-	0.362	-	-	0.351	-	-	-	0.063
HCM Control Delay (s)	-	22.6	-	-	87.8	-	-	-	15.1
HCM Lane LOS	-	C	-	-	F	-	-	-	C
HCM 95th %tile Q(veh)	-	1.6	-	-	1.3	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	411	10	8	578	50	3	8	11	26	19	128
Future Vol, veh/h	101	411	10	8	578	50	3	8	11	26	19	128
Conflicting Peds, #/hr	0	0	14	0	0	16	0	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	467	11	9	657	57	3	9	13	30	22	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	730	0	0	492	0	0	1508	1464	487	1432	1441	706
Stage 1	-	-	-	-	-	-	716	716	-	719	719	-
Stage 2	-	-	-	-	-	-	792	748	-	713	722	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	874	-	-	1071	-	-	99	128	581	112	133	436
Stage 1	-	-	-	-	-	-	421	434	-	420	433	-
Stage 2	-	-	-	-	-	-	382	420	-	423	431	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	870	-	-	1071	-	-	46	101	573	86	104	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	101	-	86	104	-
Stage 1	-	-	-	-	-	-	341	351	-	339	420	-
Stage 2	-	-	-	-	-	-	234	408	-	331	349	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.1	37.9	82
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	134	870	-	-	1071	-	-	220
HCM Lane V/C Ratio	0.187	0.132	-	-	0.008	-	-	0.894
HCM Control Delay (s)	37.9	9.8	0	-	8.4	0	-	82
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0	-	-	7.2

Intersection	
Int Delay, s/veh	7.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	731	17	14	470	29	13	19	29	17	15	62
Future Vol, veh/h	96	731	17	14	470	29	13	19	29	17	15	62
Conflicting Peds, #/hr	0	0	16	0	0	13	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	778	18	15	500	31	14	20	31	18	16	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	812	0	0	1595	1581	803	1574	1574	530
Stage 1	-	-	-	-	-	-	1007	1007	-	558	558	-
Stage 2	-	-	-	-	-	-	588	574	-	1016	1016	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1025	-	-	814	-	-	86	109	383	89	110	549
Stage 1	-	-	-	-	-	-	290	319	-	514	512	-
Stage 2	-	-	-	-	-	-	495	503	-	287	315	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1023	-	-	814	-	-	54	85	377	56	86	541
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	85	-	56	86	-
Stage 1	-	-	-	-	-	-	234	258	-	417	493	-
Stage 2	-	-	-	-	-	-	409	484	-	199	255	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.3	73	59.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	1023	-	-	814	-	-	159
HCM Lane V/C Ratio	0.574	0.1	-	-	0.018	-	-	0.629
HCM Control Delay (s)	73	8.9	0	-	9.5	0	-	59.8
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	2.8	0.3	-	-	0.1	-	-	3.5

Intersection	
Int Delay, s/veh	13

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	432	10	8	579	50	3	8	11	30	15	128
Future Vol, veh/h	101	432	10	8	579	50	3	8	11	30	15	128
Conflicting Peds, #/hr	0	0	14	0	0	16	0	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	491	11	9	658	57	3	9	13	34	17	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	731	0	0	516	0	0	1531	1489	511	1458	1467	707
Stage 1	-	-	-	-	-	-	740	740	-	721	721	-
Stage 2	-	-	-	-	-	-	791	749	-	737	746	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	873	-	-	1050	-	-	96	124	563	107	128	435
Stage 1	-	-	-	-	-	-	409	423	-	419	432	-
Stage 2	-	-	-	-	-	-	383	419	-	410	421	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	869	-	-	1050	-	-	46	97	555	81	100	426
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	97	-	81	100	-
Stage 1	-	-	-	-	-	-	329	341	-	337	419	-
Stage 2	-	-	-	-	-	-	237	407	-	318	339	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.1	38.9	92.7
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	131	869	-	-	1050	-	-	211
HCM Lane V/C Ratio	0.191	0.132	-	-	0.009	-	-	0.932
HCM Control Delay (s)	38.9	9.8	0	-	8.5	0	-	92.7
HCM Lane LOS	E	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	0.7	0.5	-	-	0	-	-	7.7

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	756	13	14	474	29	13	19	29	17	15	62
Future Vol, veh/h	96	756	13	14	474	29	13	19	29	17	15	62
Conflicting Peds, #/hr	0	0	16	0	0	13	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	804	14	15	504	31	14	20	31	18	16	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	548	0	0	834	0	0	1623	1609	827	1603	1600	535
Stage 1	-	-	-	-	-	-	1031	1031	-	562	562	-
Stage 2	-	-	-	-	-	-	592	578	-	1041	1038	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1021	-	-	799	-	-	82	105	371	85	106	545
Stage 1	-	-	-	-	-	-	281	310	-	512	510	-
Stage 2	-	-	-	-	-	-	493	501	-	278	308	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1019	-	-	799	-	-	51	81	365	53	82	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	81	-	53	82	-
Stage 1	-	-	-	-	-	-	226	249	-	413	490	-
Stage 2	-	-	-	-	-	-	406	481	-	191	247	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.3	80.6	65.5
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	107	1019	-	-	799	-	-	152
HCM Lane V/C Ratio	0.606	0.1	-	-	0.019	-	-	0.658
HCM Control Delay (s)	80.6	8.9	0	-	9.6	0	-	65.5
HCM Lane LOS	F	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	3	0.3	-	-	0.1	-	-	3.7

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INTERSECTION CAPACITY UTILIZATION

"B" Street @ Bonita Avenue
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: "B" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU6

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *
NB Thru	8	1600	0.014	0	8	1600	0.014	0	8	1600	0.014	1	9	1600	0.015	0	9	1600	0.015	0	9	1600	0.015
NB Right	11	0	0.000	0	11	0	0.000	0	11	0	0.000	1	12	0	0.000	0	12	0	0.000	0	12	0	0.000
SB Left	26	0	0.016	4	30	0	0.019	0	30	0	0.019	2	28	0	0.018	4	32	0	0.020	0	32	0	0.020
SB Thru	19	1600	0.108 *	-4	15	1600	0.108 *	0	15	1600	0.108 *	2	21	1600	0.118 *	-4	17	1600	0.118 *	0	17	1600	0.118 *
SB Right	128	0	0.000	0	128	0	0.000	0	128	0	0.000	11	139	0	0.000	0	139	0	0.000	0	139	0	0.000
EB Left	101	0	0.063 *	0	101	0	0.063 *	0	101	1600	0.063 *	8	109	1600	0.068 *	0	109	1600	0.068 *	0	109	1600	0.068 *
EB Thru	411	1600	0.326	21	432	1600	0.339	0	432	1600	0.276	35	446	1600	0.286	21	467	1600	0.299	0	467	1600	0.299
EB Right	10	0	0.000	0	10	0	0.000	0	10	0	0.000	1	11	0	0.000	0	11	0	0.000	0	11	0	0.000
WB Left	8	0	0.005	0	8	0	0.005	0	8	1600	0.005	1	9	1600	0.006	0	9	1600	0.006	0	9	1600	0.006
WB Thru	578	1600	0.398 *	1	579	1600	0.398 *	0	579	1600	0.393 *	49	627	1600	0.426 *	1	628	1600	0.426 *	0	628	1600	0.426 *
WB Right	50	0	0.000	0	50	0	0.000	0	50	0	0.000	4	54	0	0.000	0	54	0	0.000	0	54	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.671				0.671				0.666				0.713				0.714				0.714
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: "B" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU6

"B" Street @ Bonita Avenue
Peak hr: PM
Annual Growth: 1.60%

Phase I

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	13	0	0.008 *	0	13	0	0.008 *	0	13	0	0.008 *	1	14	0	0.009 *	0	14	0	0.009 *	0	14	0	0.009 *
NB Thru	19	1600	0.038	0	19	1600	0.038	0	19	1600	0.038	2	21	1600	0.041	0	21	1600	0.041	0	21	1600	0.041
NB Right	29	0	0.000	0	29	0	0.000	0	29	0	0.000	2	31	0	0.000	0	31	0	0.000	0	31	0	0.000
SB Left	17	0	0.011	0	17	0	0.011	0	17	0	0.011	1	18	0	0.011	0	18	0	0.011	0	18	0	0.011
SB Thru	15	1600	0.059 *	0	15	1600	0.059 *	0	15	1600	0.059 *	1	16	1600	0.063 *	0	16	1600	0.063 *	0	16	1600	0.063 *
SB Right	62	0	0.000	0	62	0	0.000	0	62	0	0.000	5	67	0	0.000	0	67	0	0.000	0	67	0	0.000
EB Left	96	0	0.060	0	96	0	0.060	0	96	1600	0.060	8	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065
EB Thru	731	1600	0.528 *	25	756	1600	0.541 *	0	756	1600	0.481 *	61	792	1600	0.506 *	25	817	1600	0.519 *	0	817	1600	0.519 *
EB Right	17	0	0.000	-4	13	0	0.000	0	13	0	0.000	1	18	0	0.000	-4	14	0	0.000	0	14	0	0.000
WB Left	14	0	0.009 *	0	14	0	0.009 *	0	14	1600	0.009 *	1	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.009 *
WB Thru	470	1600	0.321	4	474	1600	0.323	0	474	1600	0.314	41	511	1600	0.339	4	515	1600	0.341	0	515	1600	0.341
WB Right	29	0	0.000	0	29	0	0.000	0	29	0	0.000	2	31	0	0.000	0	31	0	0.000	0	31	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.703				0.716				0.656				0.688				0.701				0.701
LOS			C				C				B				B				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	47.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	472	2	104	628	50	3	8	27	37	8	128
Future Vol, veh/h	101	472	2	104	628	50	3	8	27	37	8	128
Conflicting Peds, #/hr	0	0	14	0	0	16	0	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	536	2	118	714	57	3	9	31	42	9	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	786	0	0	553	0	0	1842	1804	552	1781	1776	763
Stage 1	-	-	-	-	-	-	781	781	-	994	994	-
Stage 2	-	-	-	-	-	-	1061	1023	-	787	782	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	833	-	-	1017	-	-	58	79	533	64	83	404
Stage 1	-	-	-	-	-	-	388	405	-	295	323	-
Stage 2	-	-	-	-	-	-	271	313	-	385	405	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	829	-	-	1017	-	-	23	49	526	~ 37	51	396
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	49	-	~ 37	51	-
Stage 1	-	-	-	-	-	-	307	320	-	233	253	-
Stage 2	-	-	-	-	-	-	131	245	-	282	320	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	1.2	57.5	$ 404.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	110	829	-	-	1017	-	-	117
HCM Lane V/C Ratio	0.393	0.138	-	-	0.116	-	-	1.68
HCM Control Delay (s)	57.5	10	0	-	9	0	-	$ 404.9
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.6	0.5	-	-	0.4	-	-	14.9

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	59.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	808	13	98	524	29	13	19	129	17	15	62
Future Vol, veh/h	96	808	13	98	524	29	13	19	129	17	15	62
Conflicting Peds, #/hr	0	0	16	0	0	13	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	860	14	104	557	31	14	20	137	18	16	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	601	0	0	889	0	0	1911	1897	882	1943	1888	588
Stage 1	-	-	-	-	-	-	1087	1087	-	794	794	-
Stage 2	-	-	-	-	-	-	824	810	-	1149	1094	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	976	-	-	762	-	-	52	69	345	49	70	509
Stage 1	-	-	-	-	-	-	262	292	-	381	400	-
Stage 2	-	-	-	-	-	-	367	393	-	242	290	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	974	-	-	762	-	-	23	43	340	~ 13	43	502
Mov Cap-2 Maneuver	-	-	-	-	-	-	23	43	-	~ 13	43	-
Stage 1	-	-	-	-	-	-	205	229	-	300	314	-
Stage 2	-	-	-	-	-	-	240	309	-	105	227	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.6	$ 322.5	$ 584.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	116	974	-	-	762	-	-	53
HCM Lane V/C Ratio	1.477	0.105	-	-	0.137	-	-	1.887
HCM Control Delay (s)	$ 322.5	9.1	0	-	10.5	0	-	$ 584.7
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	12.2	0.3	-	-	0.5	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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INTERSECTION CAPACITY UTILIZATION

"B" Street @ Bonita Avenue
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: "B" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU6

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *
NB Thru	8	1600	0.014	0	8	1600	0.024	0	8	1600	0.024	1	9	1600	0.015	0	9	1600	0.027	0	9	1600	0.027
NB Right	11	0	0.000	16	27	0	0.000	0	27	0	0.000	1	12	0	0.000	19	31	0	0.000	0	31	0	0.000
SB Left	26	0	0.016	11	37	0	0.023	0	37	0	0.023	3	29	0	0.018	11	40	0	0.025	0	40	0	0.025
SB Thru	19	1600	0.108 *	-11	8	1600	0.108 *	0	8	1600	0.108 *	2	21	1600	0.121 *	-11	10	1600	0.121 *	0	10	1600	0.121 *
SB Right	128	0	0.000	0	128	0	0.000	0	128	0	0.000	15	143	0	0.000	0	143	0	0.000	0	143	0	0.000
EB Left	101	0	0.063 *	0	101	0	0.063 *	0	101	1600	0.063 *	12	113	1600	0.071 *	0	113	1600	0.071 *	0	113	1600	0.071 *
EB Thru	411	1600	0.326	61	472	1600	0.359	0	472	1600	0.296	53	464	1600	0.297	88	552	1600	0.346	0	552	1600	0.346
EB Right	10	0	0.000	-8	2	0	0.000	0	2	0	0.000	1	11	0	0.000	-9	2	0	0.000	0	2	0	0.000
WB Left	8	0	0.005	96	104	0	0.065	0	104	1600	0.065	1	9	1600	0.006	99	108	1600	0.068	0	108	1600	0.068
WB Thru	578	1600	0.398 *	50	628	1600	0.489 *	0	628	1600	0.424 *	63	641	1600	0.436 *	64	705	1600	0.476 *	0	705	1600	0.476 *
WB Right	50	0	0.000	0	50	0	0.000	0	50	0	0.000	6	56	0	0.000	0	56	0	0.000	0	56	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.671				0.762				0.697				0.729				0.769				0.769
LOS			B				C				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

"B" Street @ Bonita Avenue
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: "B" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU6

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	13	0	0.008 *	0	13	0	0.008	0	13	0	0.008	2	15	0	0.009 *	0	15	0	0.009	0	15	0	0.009
NB Thru	19	1600	0.038	0	19	1600	0.101 *	0	19	1600	0.101 *	2	21	1600	0.043	0	21	1600	0.108 *	0	21	1600	0.108 *
NB Right	29	0	0.000	100	129	0	0.000	0	129	0	0.000	3	32	0	0.000	105	137	0	0.000	0	137	0	0.000
SB Left	17	0	0.011	0	17	0	0.011 *	0	17	0	0.011 *	2	19	0	0.012	0	19	0	0.012 *	0	19	0	0.012 *
SB Thru	15	1600	0.059 *	0	15	1600	0.059	0	15	1600	0.059	2	17	1600	0.066 *	0	17	1600	0.066	0	17	1600	0.066
SB Right	62	0	0.000	0	62	0	0.000	0	62	0	0.000	7	69	0	0.000	0	69	0	0.000	0	69	0	0.000
EB Left	96	0	0.060	0	96	0	0.060	0	96	1600	0.060	11	107	1600	0.067	0	107	1600	0.067	0	107	1600	0.067
EB Thru	731	1600	0.528 *	77	808	1600	0.573 *	0	808	1600	0.513 *	84	815	1600	0.521 *	88	903	1600	0.572 *	0	903	1600	0.572 *
EB Right	17	0	0.000	-4	13	0	0.000	0	13	0	0.000	2	19	0	0.000	-7	12	0	0.000	0	12	0	0.000
WB Left	14	0	0.009 *	84	98	0	0.061 *	0	98	1600	0.061 *	2	16	1600	0.010 *	89	105	1600	0.066 *	0	105	1600	0.066 *
WB Thru	470	1600	0.321	54	524	1600	0.407	0	524	1600	0.346	62	532	1600	0.353	79	611	1600	0.402	0	611	1600	0.402
WB Right	29	0	0.000	0	29	0	0.000	0	29	0	0.000	3	32	0	0.000	0	32	0	0.000	0	32	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.703				0.846				0.786				0.706				0.858				0.858
LOS			C				D				C				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

Intersection	
Int Delay, s/veh	48.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	101	473	2	104	632	50	3	8	27	37	8	128
Future Vol, veh/h	101	473	2	104	632	50	3	8	27	37	8	128
Conflicting Peds, #/hr	0	0	14	0	0	16	0	0	0	0	0	5
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	115	538	2	118	718	57	3	9	31	42	9	145

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	791	0	0	554	0	0	1847	1809	553	1787	1782	768
Stage 1	-	-	-	-	-	-	782	782	-	999	999	-
Stage 2	-	-	-	-	-	-	1065	1027	-	788	783	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	829	-	-	1016	-	-	57	79	533	63	82	402
Stage 1	-	-	-	-	-	-	387	405	-	293	321	-
Stage 2	-	-	-	-	-	-	269	312	-	384	404	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	825	-	-	1016	-	-	22	49	526	~ 36	51	394
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	49	-	~ 36	51	-
Stage 1	-	-	-	-	-	-	306	320	-	231	251	-
Stage 2	-	-	-	-	-	-	129	244	-	281	319	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	1.2	59	$ 418.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	108	825	-	-	1016	-	-	115
HCM Lane V/C Ratio	0.4	0.139	-	-	0.116	-	-	1.709
HCM Control Delay (s)	59	10.1	0	-	9	0	-	$ 418.6
HCM Lane LOS	F	B	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.7	0.5	-	-	0.4	-	-	15.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	61											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	814	13	98	527	29	13	19	129	17	15	62
Future Vol, veh/h	96	814	13	98	527	29	13	19	129	17	15	62
Conflicting Peds, #/hr	0	0	16	0	0	13	0	0	0	0	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	102	866	14	104	561	31	14	20	137	18	16	66

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	604	0	0	896	0	0	1921	1906	889	1954	1898	591
Stage 1	-	-	-	-	-	-	1093	1093	-	798	798	-
Stage 2	-	-	-	-	-	-	828	813	-	1156	1100	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	974	-	-	757	-	-	51	69	342	48	69	507
Stage 1	-	-	-	-	-	-	260	290	-	380	398	-
Stage 2	-	-	-	-	-	-	365	392	-	239	288	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	972	-	-	757	-	-	22	42	337	~ 13	42	500
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	42	-	~ 13	42	-
Stage 1	-	-	-	-	-	-	203	227	-	298	312	-
Stage 2	-	-	-	-	-	-	238	307	-	102	225	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	1.6	$ 340.5	$ 584.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	113	972	-	-	757	-	-	53
HCM Lane V/C Ratio	1.516	0.105	-	-	0.138	-	-	1.887
HCM Control Delay (s)	$ 340.5	9.1	0	-	10.5	0	-	$ 584.7
HCM Lane LOS	F	A	A	-	B	A	-	F
HCM 95th %tile Q(veh)	12.4	0.4	-	-	0.5	-	-	9.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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INTERSECTION CAPACITY UTILIZATION

"B" Street @ Bonita Avenue
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: "B" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU6

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	3	0	0.002 *	0	3	0	0.002 *	0	3	0	0.002 *	1	4	0	0.003 *	0	4	0	0.003 *	0	4	0	0.003 *
NB Thru	8	1600	0.014	0	8	1600	0.024	0	8	1600	0.024	1	9	1600	0.016	0	9	1600	0.028	0	9	1600	0.028
NB Right	11	0	0.000	16	27	0	0.000	0	27	0	0.000	2	13	0	0.000	19	32	0	0.000	0	32	0	0.000
SB Left	26	0	0.016	11	37	0	0.023	0	37	0	0.023	4	30	0	0.019	11	41	0	0.026	0	41	0	0.026
SB Thru	19	1600	0.108 *	-11	8	1600	0.108 *	0	8	1600	0.108 *	3	22	1600	0.126 *	-11	11	1600	0.126 *	0	11	1600	0.126 *
SB Right	128	0	0.000	0	128	0	0.000	0	128	0	0.000	22	150	0	0.000	0	150	0	0.000	0	150	0	0.000
EB Left	101	0	0.063 *	0	101	0	0.063 *	0	101	1600	0.063 *	17	118	1600	0.074 *	0	118	1600	0.074 *	0	118	1600	0.074 *
EB Thru	411	1600	0.326	62	473	1600	0.360	0	473	1600	0.297	76	487	1600	0.312	92	579	1600	0.363	0	579	1600	0.363
EB Right	10	0	0.000	-8	2	0	0.000	0	2	0	0.000	2	12	0	0.000	-11	1	0	0.000	0	1	0	0.000
WB Left	8	0	0.005	96	104	0	0.065	0	104	1600	0.065	1	9	1600	0.006	106	115	1600	0.072	0	115	1600	0.072
WB Thru	578	1600	0.398 *	54	632	1600	0.491 *	0	632	1600	0.426 *	96	674	1600	0.458 *	69	743	1600	0.501 *	0	743	1600	0.501 *
WB Right	50	0	0.000	0	50	0	0.000	0	50	0	0.000	9	59	0	0.000	0	59	0	0.000	0	59	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.671				0.764				0.699				0.761				0.804				0.804
LOS			B				C				B				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: "B" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU6

"B" Street @ Bonita Avenue
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	13	0	0.008 *	0	13	0	0.008	0	13	0	0.008	2	15	0	0.009 *	0	15	0	0.009	0	15	0	0.009
NB Thru	19	1600	0.038	0	19	1600	0.101 *	0	19	1600	0.101 *	3	22	1600	0.044	0	22	1600	0.111 *	0	22	1600	0.111 *
NB Right	29	0	0.000	100	129	0	0.000	0	129	0	0.000	5	34	0	0.000	106	140	0	0.000	0	140	0	0.000
SB Left	17	0	0.011	0	17	0	0.011 *	0	17	0	0.011 *	3	20	0	0.013	0	20	0	0.013 *	0	20	0	0.013 *
SB Thru	15	1600	0.059 *	0	15	1600	0.059	0	15	1600	0.059	3	18	1600	0.069 *	0	18	1600	0.069	0	18	1600	0.069
SB Right	62	0	0.000	0	62	0	0.000	0	62	0	0.000	11	73	0	0.000	0	73	0	0.000	0	73	0	0.000
EB Left	96	0	0.060	0	96	0	0.060	0	96	1600	0.060	17	113	1600	0.071	0	113	1600	0.071	0	113	1600	0.071
EB Thru	731	1600	0.528 *	83	814	1600	0.577 *	0	814	1600	0.517 *	125	856	1600	0.548 *	102	958	1600	0.604 *	0	958	1600	0.604 *
EB Right	17	0	0.000	-4	13	0	0.000	0	13	0	0.000	3	20	0	0.000	-11	9	0	0.000	0	9	0	0.000
WB Left	14	0	0.009 *	84	98	0	0.061 *	0	98	1600	0.061 *	2	16	1600	0.010 *	90	106	1600	0.066 *	0	106	1600	0.066 *
WB Thru	470	1600	0.321	57	527	1600	0.409	0	527	1600	0.348	88	558	1600	0.370	88	646	1600	0.425	0	646	1600	0.425
WB Right	29	0	0.000	0	29	0	0.000	0	29	0	0.000	5	34	0	0.000	0	34	0	0.000	0	34	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.703				0.849				0.789				0.736				0.894				0.894
LOS			C				D				C				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	70	2	0	2	55	32	0	2	7	4
Future Vol, veh/h	0	7	70	2	0	2	55	32	0	2	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	90	3	0	3	71	41	0	3	9	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	7.6	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	9%	2%	75%
Vol Thru, %	54%	89%	62%	16%
Vol Right, %	31%	3%	36%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	79	89	44
LT Vol	2	7	2	33
Through Vol	7	70	55	7
RT Vol	4	2	32	4
Lane Flow Rate	17	101	114	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.02	0.117	0.124	0.069
Departure Headway (Hd)	4.308	4.15	3.927	4.412
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	836	855	903	799
Service Time	2.308	2.218	1.998	2.511
HCM Lane V/C Ratio	0.02	0.118	0.126	0.07
HCM Control Delay	7.4	7.8	7.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.4	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	33	7	4
Future Vol, veh/h	0	33	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	42	9	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	108	1	0	6	61	56	0	0	5	11
Future Vol, veh/h	0	6	108	1	0	6	61	56	0	0	5	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	110	1	0	6	62	57	0	0	5	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.9	7.6	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	5%	75%
Vol Thru, %	31%	94%	50%	8%
Vol Right, %	69%	1%	46%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	115	123	61
LT Vol	0	6	6	46
Through Vol	5	108	61	5
RT Vol	11	1	56	10
Lane Flow Rate	16	117	126	62
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.136	0.136	0.078
Departure Headway (Hd)	4.113	4.173	3.897	4.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	875	850	907	796
Service Time	2.115	2.248	1.978	2.526
HCM Lane V/C Ratio	0.018	0.138	0.139	0.078
HCM Control Delay	7.2	7.9	7.6	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	46	5	10
Future Vol, veh/h	0	46	5	10
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	47	5	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	54	2	0	2	55	32	0	2	7	4
Future Vol, veh/h	0	7	54	2	0	2	55	32	0	2	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	69	3	0	3	71	41	0	3	9	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.6	7.5	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	11%	2%	72%
Vol Thru, %	54%	86%	62%	18%
Vol Right, %	31%	3%	36%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	63	89	40
LT Vol	2	7	2	29
Through Vol	7	54	55	7
RT Vol	4	2	32	4
Lane Flow Rate	17	81	114	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.019	0.093	0.124	0.062
Departure Headway (Hd)	4.156	4.143	3.903	4.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	846	858	911	809
Service Time	2.255	2.203	1.961	2.455
HCM Lane V/C Ratio	0.02	0.094	0.125	0.063
HCM Control Delay	7.3	7.6	7.5	7.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.4	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	29	7	4
Future Vol, veh/h	0	29	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	9	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	90	1	0	6	61	56	0	0	5	11
Future Vol, veh/h	0	6	90	1	0	6	61	56	0	0	5	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	92	1	0	6	62	57	0	0	5	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	7.6	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	6%	5%	74%
Vol Thru, %	31%	93%	50%	9%
Vol Right, %	69%	1%	46%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	97	123	57
LT Vol	0	6	6	42
Through Vol	5	90	61	5
RT Vol	11	1	56	10
Lane Flow Rate	16	99	126	58
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.115	0.135	0.071
Departure Headway (Hd)	4.067	4.168	3.877	4.375
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	852	915	806
Service Time	2.067	2.232	1.944	2.473
HCM Lane V/C Ratio	0.018	0.116	0.138	0.072
HCM Control Delay	7.1	7.8	7.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.5	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	42	5	10
Future Vol, veh/h	0	42	5	10
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	43	5	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	8	76	2	0	2	60	35	0	2	8	4
Future Vol, veh/h	0	8	76	2	0	2	60	35	0	2	8	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	97	3	0	3	77	45	0	3	10	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.9	7.7	7.5
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	9%	2%	75%
Vol Thru, %	57%	88%	62%	17%
Vol Right, %	29%	2%	36%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	86	97	48
LT Vol	2	8	2	36
Through Vol	8	76	60	8
RT Vol	4	2	35	4
Lane Flow Rate	18	110	124	62
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.128	0.136	0.078
Departure Headway (Hd)	4.369	4.173	3.944	4.56
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	824	848	895	790
Service Time	2.371	2.253	2.028	2.561
HCM Lane V/C Ratio	0.022	0.13	0.139	0.078
HCM Control Delay	7.5	7.9	7.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	36	8	4
Future Vol, veh/h	0	36	8	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	46	10	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	117	1	0	6	66	61	0	0	5	12
Future Vol, veh/h	0	6	117	1	0	6	66	61	0	0	5	12
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	119	1	0	6	67	62	0	0	5	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8	7.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	5%	76%
Vol Thru, %	29%	94%	50%	8%
Vol Right, %	71%	1%	46%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	124	133	66
LT Vol	0	6	6	50
Through Vol	5	117	66	5
RT Vol	12	1	61	11
Lane Flow Rate	17	127	136	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.02	0.147	0.147	0.085
Departure Headway (Hd)	4.151	4.19	3.911	4.566
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	867	844	901	789
Service Time	2.153	2.273	2.001	2.567
HCM Lane V/C Ratio	0.02	0.15	0.151	0.085
HCM Control Delay	7.2	8	7.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	50	5	11
Future Vol, veh/h	0	50	5	11
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	51	5	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	8	60	2	0	2	60	35	0	2	8	4
Future Vol, veh/h	0	8	60	2	0	2	60	35	0	2	8	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	77	3	0	3	77	45	0	3	10	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	7.6	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	11%	2%	73%
Vol Thru, %	57%	86%	62%	18%
Vol Right, %	29%	3%	36%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	70	97	44
LT Vol	2	8	2	32
Through Vol	8	60	60	8
RT Vol	4	2	35	4
Lane Flow Rate	18	90	124	56
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.104	0.135	0.069
Departure Headway (Hd)	4.315	4.164	3.919	4.408
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	835	852	904	800
Service Time	2.315	2.235	1.989	2.505
HCM Lane V/C Ratio	0.022	0.106	0.137	0.07
HCM Control Delay	7.4	7.7	7.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.5	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	32	8	4
Future Vol, veh/h	0	32	8	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	41	10	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	99	1	0	6	66	61	0	0	5	12
Future Vol, veh/h	0	6	99	1	0	6	66	61	0	0	5	12
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	6	101	1	0	6	67	62	0	0	5	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.9	7.7	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	6%	5%	74%
Vol Thru, %	29%	93%	50%	8%
Vol Right, %	71%	1%	46%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	106	133	62
LT Vol	0	6	6	46
Through Vol	5	99	66	5
RT Vol	12	1	61	11
Lane Flow Rate	17	108	136	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.02	0.126	0.147	0.079
Departure Headway (Hd)	4.105	4.183	3.889	4.517
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	846	909	798
Service Time	2.107	2.262	1.971	2.518
HCM Lane V/C Ratio	0.019	0.128	0.15	0.079
HCM Control Delay	7.2	7.9	7.7	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.4	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	46	5	11
Future Vol, veh/h	0	46	5	11
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	47	5	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	23	8	2	0	2	7	7	0	2	7	4
Future Vol, veh/h	0	23	8	2	0	2	7	7	0	2	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	10	3	0	3	9	9	0	3	9	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.6	7.2	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	70%	12%	89%
Vol Thru, %	54%	24%	44%	7%
Vol Right, %	31%	6%	44%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	33	16	96
LT Vol	2	23	2	85
Through Vol	7	8	7	7
RT Vol	4	2	7	4
Lane Flow Rate	17	42	21	123
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.05	0.023	0.144
Departure Headway (Hd)	3.983	4.295	3.972	4.208
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	824	888	850
Service Time	2.047	2.374	2.057	2.244
HCM Lane V/C Ratio	0.019	0.051	0.024	0.145
HCM Control Delay	7.1	7.6	7.2	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	85	7	4
Future Vol, veh/h	0	85	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	109	9	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	26	19	1	0	6	13	106	0	0	5	11
Future Vol, veh/h	0	26	19	1	0	6	13	106	0	0	5	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	19	1	0	6	13	108	0	0	5	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	7.4	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	5%	86%
Vol Thru, %	31%	41%	10%	5%
Vol Right, %	69%	2%	85%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	46	125	111
LT Vol	0	26	6	96
Through Vol	5	19	13	5
RT Vol	11	1	106	10
Lane Flow Rate	16	47	128	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.057	0.131	0.137
Departure Headway (Hd)	3.912	4.361	3.697	4.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	898	809	953	813
Service Time	2.009	2.455	1.787	2.433
HCM Lane V/C Ratio	0.018	0.058	0.134	0.139
HCM Control Delay	7.1	7.7	7.4	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.5	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	96	5	10
Future Vol, veh/h	0	96	5	10
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	98	5	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.1
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	8	101	2	0	2	61	36	0	2	8	4
Future Vol, veh/h	0	8	101	2	0	2	61	36	0	2	8	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	129	3	0	3	78	46	0	3	10	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.1	7.7	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	7%	2%	76%
Vol Thru, %	57%	91%	62%	16%
Vol Right, %	29%	2%	36%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	111	99	49
LT Vol	2	8	2	37
Through Vol	8	101	61	8
RT Vol	4	2	36	4
Lane Flow Rate	18	142	127	63
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.165	0.14	0.081
Departure Headway (Hd)	4.45	4.176	3.969	4.639
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	809	847	887	777
Service Time	2.452	2.261	2.065	2.64
HCM Lane V/C Ratio	0.022	0.168	0.143	0.081
HCM Control Delay	7.6	8.1	7.7	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	37	8	4
Future Vol, veh/h	0	37	8	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	47	10	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	120	1	0	7	82	63	0	0	6	12
Future Vol, veh/h	0	7	120	1	0	7	82	63	0	0	6	12
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	122	1	0	7	84	64	0	0	6	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.1	7.9	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	5%	75%
Vol Thru, %	33%	94%	54%	9%
Vol Right, %	67%	1%	41%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	128	152	68
LT Vol	0	7	7	51
Through Vol	6	120	82	6
RT Vol	12	1	63	11
Lane Flow Rate	18	131	155	69
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.153	0.17	0.089
Departure Headway (Hd)	4.234	4.212	3.947	4.624
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	850	837	892	779
Service Time	2.236	2.307	2.045	2.625
HCM Lane V/C Ratio	0.021	0.157	0.174	0.089
HCM Control Delay	7.3	8.1	7.9	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.6	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	51	6	11
Future Vol, veh/h	0	51	6	11
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	52	6	11
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.1
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	27	10	2	0	2	7	11	0	2	8	4
Future Vol, veh/h	0	27	10	2	0	2	7	11	0	2	8	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	13	3	0	3	9	14	0	3	10	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	69%	10%	85%
Vol Thru, %	57%	26%	35%	8%
Vol Right, %	29%	5%	55%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	14	39	20	103
LT Vol	2	27	2	88
Through Vol	8	10	7	8
RT Vol	4	2	11	7
Lane Flow Rate	18	50	26	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.02	0.06	0.028	0.154
Departure Headway (Hd)	4.022	4.322	3.922	4.209
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	879	817	897	849
Service Time	2.096	2.407	2.017	2.253
HCM Lane V/C Ratio	0.02	0.061	0.029	0.155
HCM Control Delay	7.2	7.7	7.1	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	88	8	7
Future Vol, veh/h	0	88	8	7
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	113	10	9
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	32	18	1	0	7	4	113	0	0	6	12
Future Vol, veh/h	0	32	18	1	0	7	4	113	0	0	6	12
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	18	1	0	7	4	115	0	0	6	12
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	7.4	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	63%	6%	82%
Vol Thru, %	33%	35%	3%	5%
Vol Right, %	67%	2%	91%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	51	124	120
LT Vol	0	32	7	98
Through Vol	6	18	4	6
RT Vol	12	1	113	16
Lane Flow Rate	18	52	127	122
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.065	0.133	0.148
Departure Headway (Hd)	4.04	4.493	3.785	4.338
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	801	953	817
Service Time	2.052	2.498	1.785	2.419
HCM Lane V/C Ratio	0.02	0.065	0.133	0.149
HCM Control Delay	7.1	7.8	7.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.5	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	98	6	16
Future Vol, veh/h	0	98	6	16
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	100	6	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.2
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	23	8	2	0	2	7	7	0	2	7	4
Future Vol, veh/h	0	23	8	2	0	2	7	7	0	2	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	29	10	3	0	3	9	9	0	3	9	5
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.6	7.2	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	70%	12%	89%
Vol Thru, %	54%	24%	44%	7%
Vol Right, %	31%	6%	44%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	13	33	16	96
LT Vol	2	23	2	85
Through Vol	7	8	7	7
RT Vol	4	2	7	4
Lane Flow Rate	17	42	21	123
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.05	0.023	0.144
Departure Headway (Hd)	3.983	4.295	3.972	4.208
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	824	888	850
Service Time	2.047	2.374	2.057	2.244
HCM Lane V/C Ratio	0.019	0.051	0.024	0.145
HCM Control Delay	7.1	7.6	7.2	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	85	7	4
Future Vol, veh/h	0	85	7	4
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	109	9	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	26	19	1	0	6	13	106	0	0	5	11
Future Vol, veh/h	0	26	19	1	0	6	13	106	0	0	5	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	27	19	1	0	6	13	108	0	0	5	11
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	7.4	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	57%	5%	86%
Vol Thru, %	31%	41%	10%	5%
Vol Right, %	69%	2%	85%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	46	125	111
LT Vol	0	26	6	96
Through Vol	5	19	13	5
RT Vol	11	1	106	10
Lane Flow Rate	16	47	128	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.018	0.057	0.131	0.137
Departure Headway (Hd)	3.912	4.361	3.697	4.367
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	898	809	953	813
Service Time	2.009	2.455	1.787	2.433
HCM Lane V/C Ratio	0.018	0.058	0.134	0.139
HCM Control Delay	7.1	7.7	7.4	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.5	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	96	5	10
Future Vol, veh/h	0	96	5	10
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	98	5	10
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.1
HCM LOS	A

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	8	105	2	0	2	64	38	0	2	8	5
Future Vol, veh/h	0	8	105	2	0	2	64	38	0	2	8	5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	135	3	0	3	82	49	0	3	10	6
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.2	7.8	7.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	7%	2%	75%
Vol Thru, %	53%	91%	62%	15%
Vol Right, %	33%	2%	37%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	115	104	52
LT Vol	2	8	2	39
Through Vol	8	105	64	8
RT Vol	5	2	38	5
Lane Flow Rate	19	147	133	67
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.172	0.151	0.086
Departure Headway (Hd)	4.451	4.189	4.084	4.658
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	807	842	884	773
Service Time	2.461	2.285	2.084	2.666
HCM Lane V/C Ratio	0.024	0.175	0.15	0.087
HCM Control Delay	7.6	8.2	7.8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	39	8	5
Future Vol, veh/h	0	39	8	5
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	50	10	6
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.1
HCM LOS	A

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	126	1	0	7	86	66	0	0	6	13
Future Vol, veh/h	0	7	126	1	0	7	86	66	0	0	6	13
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	129	1	0	7	88	67	0	0	6	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.2	8	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	5%	4%	75%
Vol Thru, %	32%	94%	54%	8%
Vol Right, %	68%	1%	42%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	134	159	72
LT Vol	0	7	7	54
Through Vol	6	126	86	6
RT Vol	13	1	66	12
Lane Flow Rate	19	137	162	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.164	0.183	0.095
Departure Headway (Hd)	4.256	4.328	4.065	4.649
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	842	833	887	772
Service Time	2.276	2.332	2.068	2.667
HCM Lane V/C Ratio	0.023	0.164	0.183	0.095
HCM Control Delay	7.4	8.2	8	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.7	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	54	6	12
Future Vol, veh/h	0	54	6	12
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	55	6	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.2
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	27	13	2	0	2	7	13	0	2	8	5
Future Vol, veh/h	0	27	13	2	0	2	7	13	0	2	8	5
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	17	3	0	3	9	17	0	3	10	6
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.7	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	64%	9%	79%
Vol Thru, %	53%	31%	32%	7%
Vol Right, %	33%	5%	59%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	15	42	22	111
LT Vol	2	27	2	88
Through Vol	8	13	7	8
RT Vol	5	2	13	15
Lane Flow Rate	19	54	28	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.021	0.065	0.031	0.165
Departure Headway (Hd)	4.012	4.336	3.919	4.169
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	814	896	855
Service Time	2.092	2.425	2.018	2.217
HCM Lane V/C Ratio	0.022	0.066	0.031	0.166
HCM Control Delay	7.2	7.7	7.1	8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	88	8	15
Future Vol, veh/h	0	88	8	15
Peak Hour Factor	0.78	0.78	0.78	0.78
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	113	10	19
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	33	19	1	0	7	1	116	0	0	6	13
Future Vol, veh/h	0	33	19	1	0	7	1	116	0	0	6	13
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	19	1	0	7	1	118	0	0	6	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	7.4	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	62%	6%	80%
Vol Thru, %	32%	36%	1%	5%
Vol Right, %	68%	2%	94%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	19	53	124	121
LT Vol	0	33	7	97
Through Vol	6	19	1	6
RT Vol	13	1	116	18
Lane Flow Rate	19	54	127	123
Geometry Grp	1	1	1	1
Degree of Util (X)	0.022	0.068	0.133	0.149
Departure Headway (Hd)	4.036	4.496	3.773	4.331
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	890	800	955	817
Service Time	2.048	2.502	1.777	2.414
HCM Lane V/C Ratio	0.021	0.068	0.133	0.151
HCM Control Delay	7.1	7.8	7.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.5	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	97	6	18
Future Vol, veh/h	0	97	6	18
Peak Hour Factor	0.98	0.98	0.98	0.98
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	99	6	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.2
HCM LOS	A

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	427	28	44	616	10	10	2	5	5	5	31
Future Vol, veh/h	20	427	28	44	616	10	10	2	5	5	5	31
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	474	31	49	684	11	11	2	6	6	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	714	0	0	518	0	0	1354	1357	502	1344	1368	708
Stage 1	-	-	-	-	-	-	546	546	-	806	806	-
Stage 2	-	-	-	-	-	-	808	811	-	538	562	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	886	-	-	1048	-	-	127	149	569	129	147	435
Stage 1	-	-	-	-	-	-	522	518	-	376	395	-
Stage 2	-	-	-	-	-	-	375	393	-	527	510	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	886	-	-	1048	-	-	102	129	562	114	127	428
Mov Cap-2 Maneuver	-	-	-	-	-	-	102	129	-	114	127	-
Stage 1	-	-	-	-	-	-	498	494	-	357	359	-
Stage 2	-	-	-	-	-	-	314	357	-	501	487	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	34.9	21.5
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	139	886	-	-	1048	-	-	263
HCM Lane V/C Ratio	0.136	0.025	-	-	0.047	-	-	0.173
HCM Control Delay (s)	34.9	9.2	0	-	8.6	0	-	21.5
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.1	-	-	0.6

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	662	33	34	485	9	10	1	16	2	3	22
Future Vol, veh/h	70	662	33	34	485	9	10	1	16	2	3	22
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	712	35	37	522	10	11	1	17	2	3	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	533	0	0	765	0	0	1512	1504	751	1493	1517	529
Stage 1	-	-	-	-	-	-	898	898	-	601	601	-
Stage 2	-	-	-	-	-	-	614	606	-	892	916	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1035	-	-	848	-	-	98	121	411	102	119	550
Stage 1	-	-	-	-	-	-	334	358	-	487	489	-
Stage 2	-	-	-	-	-	-	479	487	-	337	351	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1034	-	-	846	-	-	77	97	403	83	96	548
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	97	-	83	96	-
Stage 1	-	-	-	-	-	-	287	308	-	425	458	-
Stage 2	-	-	-	-	-	-	426	456	-	280	302	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	34.7	19.2
HCM LOS			D	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	150	1034	-	-	846	-	-	283
HCM Lane V/C Ratio	0.194	0.073	-	-	0.043	-	-	0.103
HCM Control Delay (s)	34.7	8.8	0	-	9.4	0	-	19.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	0.3

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	432	48	54	617	10	10	2	5	5	5	31
Future Vol, veh/h	20	432	48	54	617	10	10	2	5	5	5	31
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	480	53	60	686	11	11	2	6	6	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	715	0	0	545	0	0	1394	1398	519	1384	1419	709
Stage 1	-	-	-	-	-	-	563	563	-	829	829	-
Stage 2	-	-	-	-	-	-	831	835	-	555	590	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	885	-	-	1024	-	-	119	141	557	121	137	434
Stage 1	-	-	-	-	-	-	511	509	-	365	385	-
Stage 2	-	-	-	-	-	-	364	383	-	516	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	885	-	-	1024	-	-	94	119	551	105	116	427
Mov Cap-2 Maneuver	-	-	-	-	-	-	94	119	-	105	116	-
Stage 1	-	-	-	-	-	-	487	485	-	346	342	-
Stage 2	-	-	-	-	-	-	298	340	-	490	472	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.7	37.6	22.5
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	129	885	-	-	1024	-	-	251
HCM Lane V/C Ratio	0.146	0.025	-	-	0.059	-	-	0.181
HCM Control Delay (s)	37.6	9.2	0	-	8.7	0	-	22.5
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0.2	-	-	0.6

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	665	55	53	489	9	10	1	16	2	3	22
Future Vol, veh/h	70	665	55	53	489	9	10	1	16	2	3	22
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	715	59	57	526	10	11	1	17	2	3	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	537	0	0	792	0	0	1572	1564	766	1554	1590	534
Stage 1	-	-	-	-	-	-	913	913	-	647	647	-
Stage 2	-	-	-	-	-	-	659	651	-	907	943	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1031	-	-	829	-	-	89	112	403	92	108	546
Stage 1	-	-	-	-	-	-	328	352	-	460	467	-
Stage 2	-	-	-	-	-	-	453	465	-	330	341	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	827	-	-	68	86	395	72	83	544
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	86	-	72	83	-
Stage 1	-	-	-	-	-	-	281	301	-	400	420	-
Stage 2	-	-	-	-	-	-	387	419	-	273	292	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	38.5	20.6
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	136	1030	-	-	827	-	-	259
HCM Lane V/C Ratio	0.213	0.073	-	-	0.069	-	-	0.112
HCM Control Delay (s)	38.5	8.8	0	-	9.7	0	-	20.6
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.8	0.2	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	463	30	48	668	11	11	2	5	5	5	34
Future Vol, veh/h	22	463	30	48	668	11	11	2	5	5	5	34
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	514	33	53	742	12	12	2	6	6	6	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	772	0	0	560	0	0	1469	1471	543	1457	1482	766
Stage 1	-	-	-	-	-	-	592	592	-	873	873	-
Stage 2	-	-	-	-	-	-	877	879	-	584	609	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	843	-	-	1011	-	-	106	127	540	108	125	403
Stage 1	-	-	-	-	-	-	493	494	-	345	368	-
Stage 2	-	-	-	-	-	-	343	365	-	498	485	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	843	-	-	1011	-	-	82	108	534	93	106	396
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	108	-	93	106	-
Stage 1	-	-	-	-	-	-	467	468	-	325	329	-
Stage 2	-	-	-	-	-	-	278	326	-	470	460	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	44.4	24.2
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	111	843	-	-	1011	-	-	236
HCM Lane V/C Ratio	0.18	0.029	-	-	0.053	-	-	0.207
HCM Control Delay (s)	44.4	9.4	0	-	8.8	0	-	24.2
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0.2	-	-	0.8

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	718	36	37	527	10	11	1	17	2	3	24
Future Vol, veh/h	76	718	36	37	527	10	11	1	17	2	3	24
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	772	39	40	567	11	12	1	18	2	3	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	579	0	0	829	0	0	1640	1632	812	1622	1646	575
Stage 1	-	-	-	-	-	-	973	973	-	654	654	-
Stage 2	-	-	-	-	-	-	667	659	-	968	992	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	995	-	-	803	-	-	80	101	379	82	99	518
Stage 1	-	-	-	-	-	-	303	330	-	456	463	-
Stage 2	-	-	-	-	-	-	448	461	-	305	324	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	994	-	-	801	-	-	60	78	371	64	76	517
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	78	-	64	76	-
Stage 1	-	-	-	-	-	-	253	275	-	386	428	-
Stage 2	-	-	-	-	-	-	391	426	-	245	270	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	45.2	21.6
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	120	994	-	-	801	-	-	248
HCM Lane V/C Ratio	0.26	0.082	-	-	0.05	-	-	0.126
HCM Control Delay (s)	45.2	8.9	0	-	9.7	0	-	21.6
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1	0.3	-	-	0.2	-	-	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	468	50	58	669	11	11	2	5	5	5	34
Future Vol, veh/h	22	468	50	58	669	11	11	2	5	5	5	34
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	520	56	64	743	12	12	2	6	6	6	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	774	0	0	588	0	0	1509	1511	560	1497	1532	767
Stage 1	-	-	-	-	-	-	609	609	-	896	896	-
Stage 2	-	-	-	-	-	-	900	902	-	601	636	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	842	-	-	987	-	-	99	120	528	101	117	402
Stage 1	-	-	-	-	-	-	482	485	-	335	359	-
Stage 2	-	-	-	-	-	-	333	356	-	487	472	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	842	-	-	987	-	-	75	99	522	86	97	395
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	99	-	86	97	-
Stage 1	-	-	-	-	-	-	456	459	-	315	313	-
Stage 2	-	-	-	-	-	-	263	311	-	459	447	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.7	48.7	25.4
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	102	842	-	-	987	-	-	225
HCM Lane V/C Ratio	0.196	0.029	-	-	0.065	-	-	0.217
HCM Control Delay (s)	48.7	9.4	0	-	8.9	0	-	25.4
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-	-	0.8

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	721	58	56	531	10	11	1	17	2	3	24
Future Vol, veh/h	76	721	58	56	531	10	11	1	17	2	3	24
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	775	62	60	571	11	12	1	18	2	3	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	856	0	0	1700	1692	827	1682	1718	579
Stage 1	-	-	-	-	-	-	988	988	-	699	699	-
Stage 2	-	-	-	-	-	-	712	704	-	983	1019	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	991	-	-	784	-	-	73	93	371	75	90	515
Stage 1	-	-	-	-	-	-	297	325	-	430	442	-
Stage 2	-	-	-	-	-	-	423	440	-	299	314	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	990	-	-	782	-	-	53	68	364	56	66	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	68	-	56	66	-
Stage 1	-	-	-	-	-	-	246	269	-	362	391	-
Stage 2	-	-	-	-	-	-	353	389	-	238	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.9	51.3	23.4
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	108	990	-	-	782	-	-	227
HCM Lane V/C Ratio	0.289	0.083	-	-	0.077	-	-	0.137
HCM Control Delay (s)	51.3	9	0	-	10	0	-	23.4
HCM Lane LOS	F	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0.3	-	-	0.2	-	-	0.5

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	448	95	38	730	10	42	2	5	5	5	31
Future Vol, veh/h	20	448	95	38	730	10	42	2	5	5	5	31
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	498	106	42	811	11	47	2	6	6	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	840	0	0	615	0	0	1528	1532	563	1518	1579	835
Stage 1	-	-	-	-	-	-	607	607	-	919	919	-
Stage 2	-	-	-	-	-	-	921	925	-	599	660	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	795	-	-	965	-	-	96	117	526	98	109	368
Stage 1	-	-	-	-	-	-	483	486	-	325	350	-
Stage 2	-	-	-	-	-	-	324	348	-	488	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	795	-	-	965	-	-	75	100	520	85	93	362
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	100	-	85	93	-
Stage 1	-	-	-	-	-	-	457	460	-	306	316	-
Stage 2	-	-	-	-	-	-	265	315	-	460	436	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	108.1	27.2
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	83	795	-	-	965	-	-	207
HCM Lane V/C Ratio	0.656	0.028	-	-	0.044	-	-	0.22
HCM Control Delay (s)	108.1	9.7	0	-	8.9	0	-	27.2
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.1	0.1	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	767	105	29	601	9	32	1	6	2	3	22
Future Vol, veh/h	70	767	105	29	601	9	32	1	6	2	3	22
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	825	113	31	646	10	34	1	6	2	3	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	658	0	0	956	0	0	1778	1770	902	1753	1821	654
Stage 1	-	-	-	-	-	-	1050	1050	-	715	715	-
Stage 2	-	-	-	-	-	-	728	720	-	1038	1106	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	930	-	-	719	-	-	64	83	336	67	77	467
Stage 1	-	-	-	-	-	-	275	304	-	422	434	-
Stage 2	-	-	-	-	-	-	415	432	-	279	286	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	929	-	-	717	-	-	47	63	329	53	58	466
Mov Cap-2 Maneuver	-	-	-	-	-	-	47	63	-	53	58	-
Stage 1	-	-	-	-	-	-	224	247	-	348	404	-
Stage 2	-	-	-	-	-	-	364	402	-	225	232	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	176.1	26.3
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	55	929	-	-	717	-	-	198
HCM Lane V/C Ratio	0.762	0.081	-	-	0.043	-	-	0.147
HCM Control Delay (s)	176.1	9.2	0	-	10.2	0	-	26.3
HCM Lane LOS	F	A	A	-	B	A	-	D
HCM 95th %tile Q(veh)	3.2	0.3	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	482	31	49	684	11	11	2	6	6	6	35
Future Vol, veh/h	22	482	31	49	684	11	11	2	6	6	6	35
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	536	34	54	760	12	12	2	7	7	7	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	790	0	0	582	0	0	1512	1513	565	1499	1524	784
Stage 1	-	-	-	-	-	-	614	614	-	893	893	-
Stage 2	-	-	-	-	-	-	898	899	-	606	631	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	830	-	-	992	-	-	98	120	524	101	118	393
Stage 1	-	-	-	-	-	-	479	483	-	336	360	-
Stage 2	-	-	-	-	-	-	334	358	-	484	474	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	830	-	-	992	-	-	74	101	518	86	99	386
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	101	-	86	99	-
Stage 1	-	-	-	-	-	-	453	457	-	316	320	-
Stage 2	-	-	-	-	-	-	266	318	-	455	448	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	47.2	27.3
HCM LOS			E	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	106	830	-	-	992	-	-	213
HCM Lane V/C Ratio	0.199	0.029	-	-	0.055	-	-	0.245
HCM Control Delay (s)	47.2	9.5	0	-	8.8	0	-	27.3
HCM Lane LOS	E	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0.2	-	-	0.9

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	738	37	38	548	10	11	1	18	2	3	25
Future Vol, veh/h	78	738	37	38	548	10	11	1	18	2	3	25
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	794	40	41	589	11	12	1	19	2	3	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	602	0	0	851	0	0	1691	1683	834	1672	1697	598
Stage 1	-	-	-	-	-	-	999	999	-	678	678	-
Stage 2	-	-	-	-	-	-	692	684	-	994	1019	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	975	-	-	788	-	-	74	94	368	76	92	502
Stage 1	-	-	-	-	-	-	293	321	-	442	452	-
Stage 2	-	-	-	-	-	-	434	449	-	295	314	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	974	-	-	786	-	-	55	71	361	58	70	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	71	-	58	70	-
Stage 1	-	-	-	-	-	-	241	264	-	370	416	-
Stage 2	-	-	-	-	-	-	375	413	-	232	259	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	48.6	22.7
HCM LOS			E	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	114	974	-	-	786	-	-	236
HCM Lane V/C Ratio	0.283	0.086	-	-	0.052	-	-	0.137
HCM Control Delay (s)	48.6	9	0	-	9.8	0	-	22.7
HCM Lane LOS	E	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.1	0.3	-	-	0.2	-	-	0.5

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	531	100	41	812	11	46	2	5	6	6	35
Future Vol, veh/h	22	531	100	41	812	11	46	2	5	6	6	35
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	590	111	46	902	12	51	2	6	7	7	39

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	932	0	0	713	0	0	1728	1730	658	1715	1779	926
Stage 1	-	-	-	-	-	-	706	706	-	1017	1017	-
Stage 2	-	-	-	-	-	-	1022	1024	-	698	762	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	734	-	-	887	-	-	70	88	464	71	82	326
Stage 1	-	-	-	-	-	-	427	439	-	287	315	-
Stage 2	-	-	-	-	-	-	285	313	-	431	414	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	734	-	-	887	-	-	~ 50	72	459	59	67	320
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 50	72	-	59	67	-
Stage 1	-	-	-	-	-	-	399	410	-	267	277	-
Stage 2	-	-	-	-	-	-	218	275	-	400	387	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	264.7	39.3
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	55	734	-	-	887	-	-	156
HCM Lane V/C Ratio	1.071	0.033	-	-	0.051	-	-	0.335
HCM Control Delay (s)	264.7	10.1	0	-	9.3	0	-	39.3
HCM Lane LOS	F	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	4.9	0.1	-	-	0.2	-	-	1.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	11.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	78	855	113	30	691	10	36	1	7	2	3	25
Future Vol, veh/h	78	855	113	30	691	10	36	1	7	2	3	25
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	919	122	32	743	11	39	1	8	2	3	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	756	0	0	1059	0	0	1995	1986	1001	1970	2042	751
Stage 1	-	-	-	-	-	-	1166	1166	-	815	815	-
Stage 2	-	-	-	-	-	-	829	820	-	1155	1227	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	855	-	-	658	-	-	45	61	295	47	56	411
Stage 1	-	-	-	-	-	-	236	268	-	371	391	-
Stage 2	-	-	-	-	-	-	365	389	-	240	251	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	854	-	-	656	-	-	~ 30	42	289	34	38	410
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 30	42	-	34	38	-
Stage 1	-	-	-	-	-	-	176	200	-	281	357	-
Stage 2	-	-	-	-	-	-	309	356	-	176	187	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	$ 449.4	35.2
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	35	854	-	-	656	-	-	151
HCM Lane V/C Ratio	1.352	0.098	-	-	0.049	-	-	0.214
HCM Control Delay (s)	$ 449.4	9.7	0	-	10.8	0	-	35.2
HCM Lane LOS	F	A	A	-	B	A	-	E
HCM 95th %tile Q(veh)	5.1	0.3	-	-	0.2	-	-	0.8

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	4.9											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	449	95	38	734	10	42	2	5	5	5	31
Future Vol, veh/h	20	449	95	38	734	10	42	2	5	5	5	31
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	499	106	42	816	11	47	2	6	6	6	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	845	0	0	616	0	0	1534	1537	564	1524	1585	839
Stage 1	-	-	-	-	-	-	608	608	-	924	924	-
Stage 2	-	-	-	-	-	-	926	929	-	600	661	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	792	-	-	964	-	-	95	116	525	97	108	366
Stage 1	-	-	-	-	-	-	483	486	-	323	348	-
Stage 2	-	-	-	-	-	-	322	346	-	488	460	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	792	-	-	964	-	-	74	99	519	84	92	360
Mov Cap-2 Maneuver	-	-	-	-	-	-	74	99	-	84	92	-
Stage 1	-	-	-	-	-	-	457	460	-	304	314	-
Stage 2	-	-	-	-	-	-	263	313	-	460	435	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	110.5	27.5
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	82	792	-	-	964	-	-	205
HCM Lane V/C Ratio	0.664	0.028	-	-	0.044	-	-	0.222
HCM Control Delay (s)	110.5	9.7	0	-	8.9	0	-	27.5
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	3.1	0.1	-	-	0.1	-	-	0.8

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	70	773	105	29	604	9	32	1	6	2	3	22
Future Vol, veh/h	70	773	105	29	604	9	32	1	6	2	3	22
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	831	113	31	649	10	34	1	6	2	3	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	661	0	0	962	0	0	1787	1780	909	1764	1832	657
Stage 1	-	-	-	-	-	-	1056	1056	-	719	719	-
Stage 2	-	-	-	-	-	-	731	724	-	1045	1113	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	927	-	-	715	-	-	63	82	333	66	76	465
Stage 1	-	-	-	-	-	-	272	302	-	420	433	-
Stage 2	-	-	-	-	-	-	413	430	-	276	284	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	926	-	-	713	-	-	46	62	326	52	57	464
Mov Cap-2 Maneuver	-	-	-	-	-	-	46	62	-	52	57	-
Stage 1	-	-	-	-	-	-	221	245	-	346	402	-
Stage 2	-	-	-	-	-	-	362	400	-	222	230	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.5	188.4	26.7
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	926	-	-	713	-	-	195
HCM Lane V/C Ratio	0.791	0.081	-	-	0.044	-	-	0.149
HCM Control Delay (s)	188.4	9.2	0	-	10.3	0	-	26.7
HCM Lane LOS	F	A	A	-	B	A	-	D
HCM 95th %tile Q(veh)	3.3	0.3	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	506	33	52	718	12	12	2	6	6	6	36
Future Vol, veh/h	23	506	33	52	718	12	12	2	6	6	6	36
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	562	37	58	798	13	13	2	7	7	7	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	829	0	0	611	0	0	1587	1589	593	1574	1600	822
Stage 1	-	-	-	-	-	-	644	644	-	938	938	-
Stage 2	-	-	-	-	-	-	943	945	-	636	662	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	803	-	-	968	-	-	87	108	506	89	106	374
Stage 1	-	-	-	-	-	-	461	468	-	317	343	-
Stage 2	-	-	-	-	-	-	315	340	-	466	459	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	803	-	-	968	-	-	64	89	500	75	87	368
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	89	-	75	87	-
Stage 1	-	-	-	-	-	-	433	440	-	296	300	-
Stage 2	-	-	-	-	-	-	245	298	-	435	432	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.6	57.6	30.4
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	90	803	-	-	968	-	-	194
HCM Lane V/C Ratio	0.247	0.032	-	-	0.06	-	-	0.275
HCM Control Delay (s)	57.6	9.6	0	-	9	0	-	30.4
HCM Lane LOS	F	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.2	-	-	1.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	775	39	40	576	11	12	1	19	2	4	26
Future Vol, veh/h	82	775	39	40	576	11	12	1	19	2	4	26
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	833	42	43	619	12	13	1	20	2	4	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	633	0	0	893	0	0	1777	1768	875	1757	1783	628
Stage 1	-	-	-	-	-	-	1049	1049	-	713	713	-
Stage 2	-	-	-	-	-	-	728	719	-	1044	1070	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	950	-	-	759	-	-	64	84	349	66	82	483
Stage 1	-	-	-	-	-	-	275	304	-	423	435	-
Stage 2	-	-	-	-	-	-	415	433	-	277	298	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	949	-	-	757	-	-	45	61	342	49	60	482
Mov Cap-2 Maneuver	-	-	-	-	-	-	45	61	-	49	60	-
Stage 1	-	-	-	-	-	-	221	244	-	345	396	-
Stage 2	-	-	-	-	-	-	352	394	-	212	240	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	63	27
HCM LOS			F	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	949	-	-	757	-	-	198
HCM Lane V/C Ratio	0.362	0.093	-	-	0.057	-	-	0.174
HCM Control Delay (s)	63	9.2	0	-	10	0	-	27
HCM Lane LOS	F	A	A	-	B	A	-	D
HCM 95th %tile Q(veh)	1.4	0.3	-	-	0.2	-	-	0.6

Intersection	
Int Delay, s/veh	15.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	558	103	43	855	12	50	2	5	6	6	36
Future Vol, veh/h	23	558	103	43	855	12	50	2	5	6	6	36
Conflicting Peds, #/hr	0	0	12	0	0	18	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	620	114	48	950	13	56	2	6	7	7	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	981	0	0	746	0	0	1816	1817	689	1802	1868	975
Stage 1	-	-	-	-	-	-	740	740	-	1070	1070	-
Stage 2	-	-	-	-	-	-	1076	1077	-	732	798	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	704	-	-	862	-	-	60	78	446	62	72	305
Stage 1	-	-	-	-	-	-	409	423	-	268	298	-
Stage 2	-	-	-	-	-	-	266	295	-	413	398	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	704	-	-	862	-	-	~ 41	62	441	51	58	300
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 41	62	-	51	58	-
Stage 1	-	-	-	-	-	-	378	391	-	247	258	-
Stage 2	-	-	-	-	-	-	198	255	-	380	368	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	$ 419.7	45.3
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	45	704	-	-	862	-	-	141
HCM Lane V/C Ratio	1.407	0.036	-	-	0.055	-	-	0.378
HCM Control Delay (s)	$ 419.7	10.3	0	-	9.4	0	-	45.3
HCM Lane LOS	F	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	6.2	0.1	-	-	0.2	-	-	1.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	18

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	907	115	31	728	11	38	1	7	2	4	26
Future Vol, veh/h	82	907	115	31	728	11	38	1	7	2	4	26
Conflicting Peds, #/hr	0	0	18	0	0	2	1	0	3	0	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	975	124	33	783	12	41	1	8	2	4	28

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	797	0	0	1117	0	0	2104	2094	1058	2078	2150	792
Stage 1	-	-	-	-	-	-	1231	1231	-	857	857	-
Stage 2	-	-	-	-	-	-	873	863	-	1221	1293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	825	-	-	625	-	-	~ 38	52	273	39	48	389
Stage 1	-	-	-	-	-	-	217	250	-	352	374	-
Stage 2	-	-	-	-	-	-	345	372	-	220	233	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	824	-	-	623	-	-	~ 23	33	268	27	31	388
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 23	33	-	27	31	-
Stage 1	-	-	-	-	-	-	153	176	-	252	338	-
Stage 2	-	-	-	-	-	-	286	336	-	152	164	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.4	$ 706.2	47.6
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	27	824	-	-	623	-	-	118
HCM Lane V/C Ratio	1.832	0.107	-	-	0.054	-	-	0.292
HCM Control Delay (s)	$ 706.2	9.9	0	-	11.1	0	-	47.6
HCM Lane LOS	F	A	A	-	B	A	-	E
HCM 95th %tile Q(veh)	5.9	0.4	-	-	0.2	-	-	1.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	54	20	0	10	128	22	0	0	0	0
Future Vol, veh/h	0	7	54	20	0	10	128	22	0	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	64	24	0	12	152	26	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	7.6	8.2
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	6%	26%
Vol Thru, %	67%	80%	40%
Vol Right, %	25%	14%	34%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	81	160	47
LT Vol	7	10	12
Through Vol	54	128	19
RT Vol	20	22	16
Lane Flow Rate	96	190	56
Geometry Grp	1	1	1
Degree of Util (X)	0.108	0.214	0.068
Departure Headway (Hd)	4.046	4.036	4.393
Convergence, Y/N	Yes	Yes	Yes
Cap	875	882	820
Service Time	2.121	2.091	2.393
HCM Lane V/C Ratio	0.11	0.215	0.068
HCM Control Delay	7.6	8.2	7.7
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.8	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	12	19	16
Future Vol, veh/h	0	12	19	16
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	14	23	19
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.7
HCM LOS	A

Intersection	
Intersection Delay, s/veh	8.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	10	141	22	0	19	108	28	0	0	0	0
Future Vol, veh/h	0	10	141	22	0	19	108	28	0	0	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	160	25	0	22	123	32	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	8.6	8.4
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	12%	47%
Vol Thru, %	82%	70%	22%
Vol Right, %	13%	18%	31%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	173	155	77
LT Vol	10	19	36
Through Vol	141	108	17
RT Vol	22	28	24
Lane Flow Rate	197	176	88
Geometry Grp	1	1	1
Degree of Util (X)	0.233	0.209	0.113
Departure Headway (Hd)	4.263	4.264	4.648
Convergence, Y/N	Yes	Yes	Yes
Cap	845	844	773
Service Time	2.276	2.278	2.67
HCM Lane V/C Ratio	0.233	0.209	0.114
HCM Control Delay	8.6	8.4	8.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.9	0.8	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	36	17	24
Future Vol, veh/h	0	36	17	24
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	41	19	27
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.3
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	7	54	0	128	22	0	12	16
Future Vol, veh/h	0	7	54	0	128	22	0	12	16
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	64	0	152	26	0	14	19
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	8	7.4
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	0%	43%
Vol Thru, %	89%	85%	0%
Vol Right, %	0%	15%	57%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	61	150	28
LT Vol	7	0	12
Through Vol	54	128	0
RT Vol	0	22	16
Lane Flow Rate	73	179	33
Geometry Grp	1	1	1
Degree of Util (X)	0.084	0.196	0.039
Departure Headway (Hd)	4.151	3.96	4.211
Convergence, Y/N	Yes	Yes	Yes
Cap	858	904	855
Service Time	2.2	1.994	2.211
HCM Lane V/C Ratio	0.085	0.198	0.039
HCM Control Delay	7.6	8	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.7	0.1

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	10	141	0	108	28	0	36	24
Future Vol, veh/h	0	10	141	0	108	28	0	36	24
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	160	0	123	32	0	41	27
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.3	8	7.9
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	60%
Vol Thru, %	93%	79%	0%
Vol Right, %	0%	21%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	151	136	60
LT Vol	10	0	36
Through Vol	141	108	0
RT Vol	0	28	24
Lane Flow Rate	172	155	68
Geometry Grp	1	1	1
Degree of Util (X)	0.199	0.174	0.086
Departure Headway (Hd)	4.185	4.062	4.518
Convergence, Y/N	Yes	Yes	Yes
Cap	846	869	798
Service Time	2.268	2.153	2.518
HCM Lane V/C Ratio	0.203	0.178	0.085
HCM Control Delay	8.3	8	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.6	0.3

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	8	58	20	0	10	139	24	0	0	0	0
Future Vol, veh/h	0	8	58	20	0	10	139	24	0	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	69	24	0	12	165	29	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	7.7	8.3
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	6%	27%
Vol Thru, %	67%	80%	39%
Vol Right, %	23%	14%	35%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	86	173	49
LT Vol	8	10	13
Through Vol	58	139	19
RT Vol	20	24	17
Lane Flow Rate	102	206	58
Geometry Grp	1	1	1
Degree of Util (X)	0.116	0.231	0.072
Departure Headway (Hd)	4.072	4.043	4.438
Convergence, Y/N	Yes	Yes	Yes
Cap	868	879	812
Service Time	2.154	2.104	2.438
HCM Lane V/C Ratio	0.118	0.234	0.071
HCM Control Delay	7.7	8.3	7.8
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.9	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	13	19	17
Future Vol, veh/h	0	13	19	17
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	23	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	8.6
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	11	153	22	0	19	117	30	0	0	0	0
Future Vol, veh/h	0	11	153	22	0	19	117	30	0	0	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	174	25	0	22	133	34	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	8.8	8.6
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	11%	48%
Vol Thru, %	82%	70%	21%
Vol Right, %	12%	18%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	186	166	82
LT Vol	11	19	39
Through Vol	153	117	17
RT Vol	22	30	26
Lane Flow Rate	211	189	93
Geometry Grp	1	1	1
Degree of Util (X)	0.252	0.225	0.122
Departure Headway (Hd)	4.299	4.296	4.71
Convergence, Y/N	Yes	Yes	Yes
Cap	837	838	762
Service Time	2.314	2.312	2.731
HCM Lane V/C Ratio	0.252	0.226	0.122
HCM Control Delay	8.8	8.6	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	0.9	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	39	17	26
Future Vol, veh/h	0	39	17	26
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	44	19	30
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.4
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	8	58	0	139	24	0	13	17
Future Vol, veh/h	0	8	58	0	139	24	0	13	17
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	69	0	165	29	0	15	20
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.6	8.1	7.4
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	0%	43%
Vol Thru, %	88%	85%	0%
Vol Right, %	0%	15%	57%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	66	163	30
LT Vol	8	0	13
Through Vol	58	139	0
RT Vol	0	24	17
Lane Flow Rate	79	194	36
Geometry Grp	1	1	1
Degree of Util (X)	0.091	0.214	0.042
Departure Headway (Hd)	4.167	3.968	4.262
Convergence, Y/N	Yes	Yes	Yes
Cap	853	902	845
Service Time	2.223	2.006	2.262
HCM Lane V/C Ratio	0.093	0.215	0.043
HCM Control Delay	7.6	8.1	7.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.3	0.8	0.1

Intersection	
Intersection Delay, s/veh	8.3
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	11	153	0	117	30	0	39	26
Future Vol, veh/h	0	11	153	0	117	30	0	39	26
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	174	0	133	34	0	44	30
Number of Lanes	0	0	1	0	1	0	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.5	8.2	8.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	0%	60%
Vol Thru, %	93%	80%	0%
Vol Right, %	0%	20%	40%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	164	147	65
LT Vol	11	0	39
Through Vol	153	117	0
RT Vol	0	30	26
Lane Flow Rate	186	167	74
Geometry Grp	1	1	1
Degree of Util (X)	0.218	0.194	0.094
Departure Headway (Hd)	4.205	4.187	4.582
Convergence, Y/N	Yes	Yes	Yes
Cap	841	862	786
Service Time	2.302	2.187	2.589
HCM Lane V/C Ratio	0.221	0.194	0.094
HCM Control Delay	8.5	8.2	8.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.7	0.3

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	54	0	52	0
Future Vol, veh/h	0	0	0	0	0	54	0	52	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	64	0	62	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.7	7.6
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	54	52
LT Vol	0	52
Through Vol	0	0
RT Vol	54	0
Lane Flow Rate	64	62
Geometry Grp	1	1
Degree of Util (X)	0.061	0.073
Departure Headway (Hd)	3.442	4.246
Convergence, Y/N	Yes	Yes
Cap	1036	847
Service Time	1.477	2.254
HCM Lane V/C Ratio	0.062	0.073
HCM Control Delay	6.7	7.6
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	50	0	86	0
Future Vol, veh/h	0	0	0	0	0	50	0	86	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	57	0	98	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.8	7.8
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	50	86
LT Vol	0	86
Through Vol	0	0
RT Vol	50	0
Lane Flow Rate	57	98
Geometry Grp	1	1
Degree of Util (X)	0.055	0.115
Departure Headway (Hd)	3.504	4.234
Convergence, Y/N	Yes	Yes
Cap	1013	850
Service Time	1.559	2.242
HCM Lane V/C Ratio	0.056	0.115
HCM Control Delay	6.8	7.8
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.4

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	8	83	20	0	10	143	25	0	0	0	0
Future Vol, veh/h	0	8	83	20	0	10	143	25	0	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	99	24	0	12	170	30	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	7.9	8.4
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	6%	26%
Vol Thru, %	75%	80%	38%
Vol Right, %	18%	14%	36%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	111	178	50
LT Vol	8	10	13
Through Vol	83	143	19
RT Vol	20	25	18
Lane Flow Rate	132	212	60
Geometry Grp	1	1	1
Degree of Util (X)	0.151	0.239	0.075
Departure Headway (Hd)	4.105	4.065	4.506
Convergence, Y/N	Yes	Yes	Yes
Cap	860	873	800
Service Time	2.195	2.139	2.506
HCM Lane V/C Ratio	0.153	0.243	0.075
HCM Control Delay	7.9	8.4	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	0.9	0.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	13	19	18
Future Vol, veh/h	0	13	19	18
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	15	23	21
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	11	156	22	0	19	135	31	0	0	0	0
Future Vol, veh/h	0	11	156	22	0	19	135	31	0	0	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	177	25	0	22	153	35	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	8.9	8.8
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	10%	48%
Vol Thru, %	83%	73%	20%
Vol Right, %	12%	17%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	189	185	84
LT Vol	11	19	40
Through Vol	156	135	17
RT Vol	22	31	27
Lane Flow Rate	215	210	95
Geometry Grp	1	1	1
Degree of Util (X)	0.258	0.252	0.126
Departure Headway (Hd)	4.331	4.314	4.763
Convergence, Y/N	Yes	Yes	Yes
Cap	831	835	753
Service Time	2.347	2.331	2.788
HCM Lane V/C Ratio	0.259	0.251	0.126
HCM Control Delay	8.9	8.8	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1	1	0.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	40	17	27
Future Vol, veh/h	0	40	17	27
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	45	19	31
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.5
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	60	0	55	0
Future Vol, veh/h	0	0	0	0	0	60	0	55	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	71	0	65	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.7	7.6
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	60	55
LT Vol	0	55
Through Vol	0	0
RT Vol	60	0
Lane Flow Rate	71	65
Geometry Grp	1	1
Degree of Util (X)	0.068	0.077
Departure Headway (Hd)	3.447	4.258
Convergence, Y/N	Yes	Yes
Cap	1034	845
Service Time	1.485	2.268
HCM Lane V/C Ratio	0.069	0.077
HCM Control Delay	6.7	7.6
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.2

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	56	0	94	0
Future Vol, veh/h	0	0	0	0	0	56	0	94	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	64	0	107	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.8	7.9
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	56	94
LT Vol	0	94
Through Vol	0	0
RT Vol	56	0
Lane Flow Rate	64	107
Geometry Grp	1	1
Degree of Util (X)	0.062	0.126
Departure Headway (Hd)	3.52	4.246
Convergence, Y/N	Yes	Yes
Cap	1007	847
Service Time	1.58	2.256
HCM Lane V/C Ratio	0.064	0.126
HCM Control Delay	6.8	7.9
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.4

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	54	0	52	0
Future Vol, veh/h	0	0	0	0	0	54	0	52	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	64	0	62	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.7	7.6
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	54	52
LT Vol	0	52
Through Vol	0	0
RT Vol	54	0
Lane Flow Rate	64	62
Geometry Grp	1	1
Degree of Util (X)	0.061	0.073
Departure Headway (Hd)	3.442	4.246
Convergence, Y/N	Yes	Yes
Cap	1036	847
Service Time	1.477	2.254
HCM Lane V/C Ratio	0.062	0.073
HCM Control Delay	6.7	7.6
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.2

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	50	0	86	0
Future Vol, veh/h	0	0	0	0	0	50	0	86	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	57	0	98	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.8	7.8
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	50	86
LT Vol	0	86
Through Vol	0	0
RT Vol	50	0
Lane Flow Rate	57	98
Geometry Grp	1	1
Degree of Util (X)	0.055	0.115
Departure Headway (Hd)	3.504	4.234
Convergence, Y/N	Yes	Yes
Cap	1013	850
Service Time	1.559	2.242
HCM Lane V/C Ratio	0.056	0.115
HCM Control Delay	6.8	7.8
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.4

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	8	86	20	0	10	150	26	0	0	0	0
Future Vol, veh/h	0	8	86	20	0	10	150	26	0	0	0	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	10	102	24	0	12	179	31	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	8	8.5
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	5%	27%
Vol Thru, %	75%	81%	37%
Vol Right, %	18%	14%	37%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	114	186	52
LT Vol	8	10	14
Through Vol	86	150	19
RT Vol	20	26	19
Lane Flow Rate	136	221	62
Geometry Grp	1	1	1
Degree of Util (X)	0.155	0.251	0.078
Departure Headway (Hd)	4.12	4.073	4.534
Convergence, Y/N	Yes	Yes	Yes
Cap	856	870	795
Service Time	2.214	2.149	2.534
HCM Lane V/C Ratio	0.159	0.254	0.078
HCM Control Delay	8	8.5	7.9
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.5	1	0.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	14	19	19
Future Vol, veh/h	0	14	19	19
Peak Hour Factor	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	17	23	23
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.9
HCM LOS	A

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	12	164	22	0	19	141	33	0	0	0	0
Future Vol, veh/h	0	12	164	22	0	19	141	33	0	0	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	186	25	0	22	160	38	0	0	0	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	0	0

Approach	EB	WB
Opposing Approach	WB	EB
Opposing Lanes	1	1
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		SB
Conflicting Lanes Right	0	1
HCM Control Delay	9	8.9
HCM LOS	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	10%	48%
Vol Thru, %	83%	73%	20%
Vol Right, %	11%	17%	32%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	198	193	87
LT Vol	12	19	42
Through Vol	164	141	17
RT Vol	22	33	28
Lane Flow Rate	225	219	99
Geometry Grp	1	1	1
Degree of Util (X)	0.272	0.264	0.132
Departure Headway (Hd)	4.355	4.333	4.806
Convergence, Y/N	Yes	Yes	Yes
Cap	826	831	746
Service Time	2.374	2.353	2.835
HCM Lane V/C Ratio	0.272	0.264	0.133
HCM Control Delay	9	8.9	8.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.1	1.1	0.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	42	17	28
Future Vol, veh/h	0	42	17	28
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	48	19	32
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	
Opposing Lanes	0
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.6
HCM LOS	A

Intersection	
Intersection Delay, s/veh	7.2
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	64	0	57	0
Future Vol, veh/h	0	0	0	0	0	64	0	57	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	76	0	68	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.8	7.6
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	64	57
LT Vol	0	57
Through Vol	0	0
RT Vol	64	0
Lane Flow Rate	76	68
Geometry Grp	1	1
Degree of Util (X)	0.073	0.08
Departure Headway (Hd)	3.451	4.268
Convergence, Y/N	Yes	Yes
Cap	1032	843
Service Time	1.49	2.278
HCM Lane V/C Ratio	0.074	0.081
HCM Control Delay	6.8	7.6
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.3

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBU	SBL	SBR
Lane Configurations									
Traffic Vol, veh/h	0	0	0	0	0	59	0	96	0
Future Vol, veh/h	0	0	0	0	0	59	0	96	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	67	0	109	0
Number of Lanes	0	0	0	0	0	1	0	1	0

Approach	WB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left		WB
Conflicting Lanes Left	0	1
Conflicting Approach Right	SB	
Conflicting Lanes Right	1	0
HCM Control Delay	6.8	7.9
HCM LOS	A	A

Lane	WBLn1	SBLn1
Vol Left, %	0%	100%
Vol Thru, %	0%	0%
Vol Right, %	100%	0%
Sign Control	Stop	Stop
Traffic Vol by Lane	59	96
LT Vol	0	96
Through Vol	0	0
RT Vol	59	0
Lane Flow Rate	67	109
Geometry Grp	1	1
Degree of Util (X)	0.066	0.129
Departure Headway (Hd)	3.524	4.252
Convergence, Y/N	Yes	Yes
Cap	1005	845
Service Time	1.586	2.264
HCM Lane V/C Ratio	0.067	0.129
HCM Control Delay	6.8	7.9
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.4

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Foothill Boulevard
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: "D" Street
E-W St: Foothill Boulevard
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU10

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	184	0	0.058	0	184	0	0.058	0	184	0	0.058	17	201	0	0.063	0	201	0	0.063	0	201	0	0.063
NB Thru [3]	21	3200	0.064	0	21	3200	0.064	0	21	3200	0.064	2	23	3200	0.070	0	23	3200	0.070	0	23	3200	0.070
NB Right [3]	145	1600	0.091 *	0	145	1600	0.091 *	0	145	1600	0.091 *	12	157	1600	0.098 *	0	157	1600	0.098 *	0	157	1600	0.098 *
SB Left [3]	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016	2	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017
SB Thru [3]	35	1600	0.036 *	0	35	1600	0.036 *	0	35	1600	0.036 *	3	38	1600	0.039 *	0	38	1600	0.039 *	0	38	1600	0.039 *
SB Right [3]	23	0	0.000	0	23	0	0.000	0	23	0	0.000	2	25	0	0.000	0	25	0	0.000	0	25	0	0.000
EB Left	38	1600	0.024	0	38	1600	0.024	0	38	1600	0.024	3	41	1600	0.026	0	41	1600	0.026	0	41	1600	0.026
EB Thru	336	4800	0.103 *	7	343	4800	0.105 *	0	343	4800	0.105 *	31	367	4800	0.114 *	7	374	4800	0.115 *	0	374	4800	0.115 *
EB Right	160	0	0.000	2	162	0	0.000	0	162	0	0.000	18	178	0	0.000	2	180	0	0.000	0	180	0	0.000
WB Left	224	1600	0.140 *	2	226	1600	0.141 *	0	226	1600	0.141 *	20	244	1600	0.153 *	2	246	1600	0.154 *	0	246	1600	0.154 *
WB Thru	584	3200	0.183	2	586	3200	0.183	0	586	3200	0.183	51	635	3200	0.198	2	637	3200	0.199	0	637	3200	0.199
WB Right	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	2	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.470				0.473				0.473				0.504				0.507				0.507
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Foothill Boulevard
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: "D" Street
E-W St: Foothill Boulevard
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU10

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	329	0	0.103	1	330	0	0.103	0	330	0	0.103	33	362	0	0.113	1	363	0	0.113	0	363	0	0.113
NB Thru [3]	61	3200	0.122	0	61	3200	0.122	0	61	3200	0.122	5	66	3200	0.134	0	66	3200	0.134	0	66	3200	0.134
NB Right [3]	308	1600	0.193 *	1	309	1600	0.193 *	0	309	1600	0.193 *	26	334	1600	0.209 *	1	335	1600	0.209 *	0	335	1600	0.209 *
SB Left [3]	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	6	73	1600	0.046	0	73	1600	0.046	0	73	1600	0.046
SB Thru [3]	49	1600	0.047 *	0	49	1600	0.047 *	0	49	1600	0.047 *	4	53	1600	0.051 *	0	53	1600	0.051 *	0	53	1600	0.051 *
SB Right [3]	26	0	0.000	0	26	0	0.000	0	26	0	0.000	2	28	0	0.000	0	28	0	0.000	0	28	0	0.000
EB Left	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	7	92	1600	0.058	0	92	1600	0.058	0	92	1600	0.058
EB Thru	990	4800	0.248 *	4	994	4800	0.249 *	0	994	4800	0.249 *	86	1076	4800	0.270 *	4	1080	4800	0.271 *	0	1080	4800	0.271 *
EB Right	200	0	0.000	1	201	0	0.000	0	201	0	0.000	19	219	0	0.000	1	220	0	0.000	0	220	0	0.000
WB Left	228	1600	0.143 *	1	229	1600	0.143 *	0	229	1600	0.143 *	19	247	1600	0.154 *	1	248	1600	0.155 *	0	248	1600	0.155 *
WB Thru	617	3200	0.193	7	624	3200	0.195	0	624	3200	0.195	57	674	3200	0.211	7	681	3200	0.213	0	681	3200	0.213
WB Right	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	2	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.730				0.732				0.732				0.784				0.786				0.786
LOS			C				C				C				C				C				C

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Foothill Boulevard
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: "D" Street
E-W St: Foothill Boulevard
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU10

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	184	0	0.058	1	185	0	0.058	0	185	0	0.058	22	206	0	0.064	1	207	0	0.065	0	207	0	0.065
NB Thru [3]	21	3200	0.064	0	21	3200	0.064	0	21	3200	0.064	2	23	3200	0.072	0	23	3200	0.072	0	23	3200	0.072
NB Right [3]	145	1600	0.091 *	1	146	1600	0.091 *	0	146	1600	0.091 *	15	160	1600	0.100 *	1	161	1600	0.101 *	0	161	1600	0.101 *
SB Left [3]	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016	3	28	1600	0.018	0	28	1600	0.018	0	28	1600	0.018
SB Thru [3]	35	1600	0.036 *	0	35	1600	0.036 *	0	35	1600	0.036 *	4	39	1600	0.041 *	0	39	1600	0.041 *	0	39	1600	0.041 *
SB Right [3]	23	0	0.000	0	23	0	0.000	0	23	0	0.000	3	26	0	0.000	0	26	0	0.000	0	26	0	0.000
EB Left	38	1600	0.024	0	38	1600	0.024	0	38	1600	0.024	4	42	1600	0.026	0	42	1600	0.026	0	42	1600	0.026
EB Thru	336	4800	0.103 *	7	343	4800	0.106 *	0	343	4800	0.106 *	42	378	4800	0.123 *	7	385	4800	0.125 *	0	385	4800	0.125 *
EB Right	160	0	0.000	4	164	0	0.000	0	164	0	0.000	53	213	0	0.000	4	217	0	0.000	0	217	0	0.000
WB Left	224	1600	0.140 *	4	228	1600	0.143 *	0	228	1600	0.143 *	41	265	1600	0.166 *	4	269	1600	0.168 *	0	269	1600	0.168 *
WB Thru	584	3200	0.183	2	586	3200	0.183	0	586	3200	0.183	71	655	3200	0.205	2	657	3200	0.205	0	657	3200	0.205
WB Right	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	3	30	1600	0.019	0	30	1600	0.019	0	30	1600	0.019
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.470				0.476				0.476				0.529				0.535				0.535
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Foothill Boulevard
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: "D" Street
E-W St: Foothill Boulevard
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU10

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	329	0	0.103	3	332	0	0.104	0	332	0	0.104	70	399	0	0.125	3	402	0	0.126	0	402	0	0.126
NB Thru [3]	61	3200	0.122	0	61	3200	0.123	0	61	3200	0.123	7	68	3200	0.146	0	68	3200	0.147	0	68	3200	0.147
NB Right [3]	308	1600	0.193 *	3	311	1600	0.194 *	0	311	1600	0.194 *	49	357	1600	0.223 *	3	360	1600	0.225 *	0	360	1600	0.225 *
SB Left [3]	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	8	75	1600	0.047	0	75	1600	0.047	0	75	1600	0.047
SB Thru [3]	49	1600	0.047 *	0	49	1600	0.047 *	0	49	1600	0.047 *	6	55	1600	0.053 *	0	55	1600	0.053 *	0	55	1600	0.053 *
SB Right [3]	26	0	0.000	0	26	0	0.000	0	26	0	0.000	3	29	0	0.000	0	29	0	0.000	0	29	0	0.000
EB Left	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	10	95	1600	0.059	0	95	1600	0.059	0	95	1600	0.059
EB Thru	990	4800	0.248 *	4	994	4800	0.249 *	0	994	4800	0.249 *	119	1109	4800	0.278 *	4	1113	4800	0.279 *	0	1113	4800	0.279 *
EB Right	200	0	0.000	2	202	0	0.000	0	202	0	0.000	24	224	0	0.000	2	226	0	0.000	0	226	0	0.000
WB Left	228	1600	0.143 *	2	230	1600	0.144 *	0	230	1600	0.144 *	24	252	1600	0.158 *	2	254	1600	0.159 *	0	254	1600	0.159 *
WB Thru	617	3200	0.193	6	623	3200	0.195	0	623	3200	0.195	78	695	3200	0.217	6	701	3200	0.219	0	701	3200	0.219
WB Right	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	3	30	1600	0.019	0	30	1600	0.019	0	30	1600	0.019
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.730				0.734				0.734				0.811				0.815				0.815
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Foothill Boulevard
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: "D" Street
E-W St: Foothill Boulevard
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU10

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	184	0	0.058	1	185	0	0.058	0	185	0	0.058	33	217	0	0.068	1	218	0	0.068	0	218	0	0.068
NB Thru [3]	21	3200	0.064	0	21	3200	0.064	0	21	3200	0.064	4	25	3200	0.076	0	25	3200	0.076	0	25	3200	0.076
NB Right [3]	145	1600	0.091 *	1	146	1600	0.091 *	0	146	1600	0.091 *	23	168	1600	0.105 *	1	169	1600	0.106 *	0	169	1600	0.106 *
SB Left [3]	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016	4	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
SB Thru [3]	35	1600	0.036 *	0	35	1600	0.036 *	0	35	1600	0.036 *	6	41	1600	0.043 *	0	41	1600	0.043 *	0	41	1600	0.043 *
SB Right [3]	23	0	0.000	0	23	0	0.000	0	23	0	0.000	4	27	0	0.000	0	27	0	0.000	0	27	0	0.000
EB Left	38	1600	0.024	0	38	1600	0.024	0	38	1600	0.024	7	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
EB Thru	336	4800	0.103 *	8	344	4800	0.106 *	0	344	4800	0.106 *	61	397	4800	0.129 *	8	405	4800	0.131 *	0	405	4800	0.131 *
EB Right	160	0	0.000	4	164	0	0.000	0	164	0	0.000	62	222	0	0.000	4	226	0	0.000	0	226	0	0.000
WB Left	224	1600	0.140 *	4	228	1600	0.143 *	0	228	1600	0.143 *	54	278	1600	0.174 *	4	282	1600	0.176 *	0	282	1600	0.176 *
WB Thru	584	3200	0.183	10	594	3200	0.186	0	594	3200	0.186	104	688	3200	0.215	10	698	3200	0.218	0	698	3200	0.218
WB Right	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	5	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.470				0.476				0.476				0.550				0.556				0.556
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Foothill Boulevard
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: "D" Street
E-W St: Foothill Boulevard
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU10

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	329	0	0.103	5	334	0	0.104	0	334	0	0.104	89	418	0	0.131	5	423	0	0.132	0	423	0	0.132
NB Thru [3]	61	3200	0.122	0	61	3200	0.123	0	61	3200	0.123	11	72	3200	0.153	0	72	3200	0.155	0	72	3200	0.155
NB Right [3]	308	1600	0.193 *	5	313	1600	0.196 *	0	313	1600	0.196 *	66	374	1600	0.234 *	5	379	1600	0.237 *	0	379	1600	0.237 *
SB Left [3]	67	1600	0.042	0	67	1600	0.042	0	67	1600	0.042	12	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049
SB Thru [3]	49	1600	0.047 *	0	49	1600	0.047 *	0	49	1600	0.047 *	8	57	1600	0.054 *	0	57	1600	0.054 *	0	57	1600	0.054 *
SB Right [3]	26	0	0.000	0	26	0	0.000	0	26	0	0.000	4	30	0	0.000	0	30	0	0.000	0	30	0	0.000
EB Left	85	1600	0.053	0	85	1600	0.053	0	85	1600	0.053	15	100	1600	0.063	0	100	1600	0.063	0	100	1600	0.063
EB Thru	990	4800	0.248 *	12	1002	4800	0.251 *	0	1002	4800	0.251 *	175	1165	4800	0.292 *	12	1177	4800	0.295 *	0	1177	4800	0.295 *
EB Right	200	0	0.000	4	204	0	0.000	0	204	0	0.000	35	235	0	0.000	4	239	0	0.000	0	239	0	0.000
WB Left	228	1600	0.143 *	4	232	1600	0.145 *	0	232	1600	0.145 *	37	265	1600	0.166 *	4	269	1600	0.168 *	0	269	1600	0.168 *
WB Thru	617	3200	0.193	8	625	3200	0.195	0	625	3200	0.195	112	729	3200	0.228	8	737	3200	0.230	0	737	3200	0.230
WB Right	27	1600	0.017	0	27	1600	0.017	0	27	1600	0.017	5	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.730				0.739				0.739				0.845				0.854				0.854
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Bonita Avenue
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: "D" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU11

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	35	0	0.022	0	35	0	0.022	0	35	0	0.022	3	38	0	0.024	0	38	0	0.024	0	38	0	0.024
NB Thru [3]	84	1600	0.088 *	1	85	1600	0.089 *	0	85	1600	0.089 *	9	93	1600	0.097 *	1	94	1600	0.098 *	0	94	1600	0.098 *
NB Right [3]	22	0	0.000	0	22	0	0.000	0	22	0	0.000	2	24	0	0.000	0	24	0	0.000	0	24	0	0.000
SB Left [3]	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	16	170	1600	0.106	0	170	1600	0.106	0	170	1600	0.106
SB Thru [3]	172	1600	0.108 *	4	176	1600	0.110 *	0	176	1600	0.110 *	17	189	1600	0.118 *	4	193	1600	0.121 *	0	193	1600	0.121 *
SB Right [3]	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093	12	161	1600	0.101	0	161	1600	0.101	0	161	1600	0.101
EB Left	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *	4	58	1600	0.036 *	0	58	1600	0.036 *	0	58	1600	0.036 *
EB Thru	296	1600	0.219	3	299	1600	0.222	0	299	1600	0.222	25	321	1600	0.237	3	324	1600	0.240	0	324	1600	0.240
EB Right	54	0	0.000	2	56	0	0.000	0	56	0	0.000	4	58	0	0.000	2	60	0	0.000	0	60	0	0.000
WB Left	48	1600	0.030	2	50	1600	0.031	0	50	1600	0.031	5	53	1600	0.033	2	55	1600	0.034	0	55	1600	0.034
WB Thru	474	1600	0.351 *	11	485	1600	0.358 *	0	485	1600	0.358 *	40	514	1600	0.381 *	11	525	1600	0.388 *	0	525	1600	0.388 *
WB Right	88	0	0.000	0	88	0	0.000	0	88	0	0.000	7	95	0	0.000	0	95	0	0.000	0	95	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.681				0.691				0.691				0.732				0.742				0.742
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
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2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Bonita Avenue
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: "D" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU11

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	26	0	0.016	1	27	0	0.017	0	27	0	0.017	2	28	0	0.018	1	29	0	0.018	0	29	0	0.018
NB Thru [3]	214	1600	0.186 *	3	217	1600	0.189 *	0	217	1600	0.189 *	22	236	1600	0.204 *	3	239	1600	0.208 *	0	239	1600	0.208 *
NB Right [3]	57	0	0.000	1	58	0	0.000	0	58	0	0.000	6	63	0	0.000	1	64	0	0.000	0	64	0	0.000
SB Left [3]	134	1600	0.084	0	134	1600	0.084	0	134	1600	0.084	11	145	1600	0.091	0	145	1600	0.091	0	145	1600	0.091
SB Thru [3]	146	1600	0.091 *	-8	138	1600	0.086 *	0	138	1600	0.086 *	14	160	1600	0.100 *	-8	152	1600	0.095 *	0	152	1600	0.095 *
SB Right [3]	121	1600	0.076	9	130	1600	0.081	0	130	1600	0.081	10	131	1600	0.082	9	140	1600	0.088	0	140	1600	0.088
EB Left	100	1600	0.063 *	0	100	1600	0.063 *	0	100	1600	0.063 *	8	108	1600	0.068 *	0	108	1600	0.068 *	0	108	1600	0.068 *
EB Thru	522	1600	0.351	2	524	1600	0.353	0	524	1600	0.353	44	566	1600	0.380	2	568	1600	0.382	0	568	1600	0.382
EB Right	39	0	0.000	1	40	0	0.000	0	40	0	0.000	3	42	0	0.000	1	43	0	0.000	0	43	0	0.000
WB Left	32	1600	0.020	1	33	1600	0.021	0	33	1600	0.021	3	35	1600	0.022	1	36	1600	0.023	0	36	1600	0.023
WB Thru	366	1600	0.328 *	13	379	1600	0.336 *	0	379	1600	0.336 *	32	398	1600	0.358 *	13	411	1600	0.366 *	0	411	1600	0.366 *
WB Right	158	0	0.000	0	158	0	0.000	0	158	0	0.000	16	174	0	0.000	0	174	0	0.000	0	174	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.767				0.773				0.773				0.829				0.836				0.836
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Bonita Avenue
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: "D" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU11

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	35	0	0.022	17	52	0	0.033	0	52	0	0.033	3	38	0	0.024	21	59	0	0.037	0	59	0	0.037
NB Thru [3]	84	1600	0.088 *	2	86	1600	0.101 *	0	86	1600	0.101 *	11	95	1600	0.099 *	2	97	1600	0.114 *	0	97	1600	0.114 *
NB Right [3]	22	0	0.000	1	23	0	0.000	0	23	0	0.000	3	25	0	0.000	1	26	0	0.000	0	26	0	0.000
SB Left [3]	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	21	175	1600	0.109	0	175	1600	0.109	0	175	1600	0.109
SB Thru [3]	172	1600	0.108 *	-9	163	1600	0.102	0	163	1600	0.102	67	239	1600	0.149 *	-13	226	1600	0.141 *	0	226	1600	0.141 *
SB Right [3]	149	1600	0.093	16	165	1600	0.103 *	0	165	1600	0.103 *	16	165	1600	0.103	20	185	1600	0.116	0	185	1600	0.116
EB Left	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *	5	59	1600	0.037 *	0	59	1600	0.037 *	0	59	1600	0.037 *
EB Thru	296	1600	0.219	17	313	1600	0.232	0	313	1600	0.232	33	329	1600	0.248	44	373	1600	0.278	0	373	1600	0.278
EB Right	54	0	0.000	4	58	0	0.000	0	58	0	0.000	13	67	0	0.000	4	71	0	0.000	0	71	0	0.000
WB Left	48	1600	0.030	4	52	1600	0.033	0	52	1600	0.033	14	62	1600	0.039	4	66	1600	0.041	0	66	1600	0.041
WB Thru	474	1600	0.351 *	75	549	1600	0.398 *	0	549	1600	0.398 *	53	527	1600	0.390 *	79	606	1600	0.439 *	0	606	1600	0.439 *
WB Right	88	0	0.000	0	88	0	0.000	0	88	0	0.000	9	97	0	0.000	0	97	0	0.000	0	97	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.681				0.736				0.736				0.775				0.831				0.831
LOS			B				C				C				C				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Bonita Avenue
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: "D" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU11

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	26	0	0.016	45	71	0	0.044	0	71	0	0.044	11	37	0	0.023	63	100	0	0.063	0	100	0	0.063
NB Thru [3]	214	1600	0.186 *	6	220	1600	0.206 *	0	220	1600	0.206 *	68	282	1600	0.243 *	6	288	1600	0.275 *	0	288	1600	0.275 *
NB Right [3]	57	0	0.000	-18	39	0	0.000	0	39	0	0.000	13	70	0	0.000	-18	52	0	0.000	0	52	0	0.000
SB Left [3]	134	1600	0.084	0	134	1600	0.084	0	134	1600	0.084	15	149	1600	0.093	0	149	1600	0.093	0	149	1600	0.093
SB Thru [3]	146	1600	0.091 *	-28	118	1600	0.074	0	118	1600	0.074	18	164	1600	0.103 *	-30	134	1600	0.084	0	134	1600	0.084
SB Right [3]	121	1600	0.076	31	152	1600	0.095 *	0	152	1600	0.095 *	13	134	1600	0.084	33	167	1600	0.104 *	0	167	1600	0.104 *
EB Left	100	1600	0.063 *	0	100	1600	0.063	0	100	1600	0.063	12	112	1600	0.070 *	0	112	1600	0.070	0	112	1600	0.070
EB Thru	522	1600	0.351	93	615	1600	0.410 *	0	615	1600	0.410 *	60	582	1600	0.391	104	686	1600	0.458 *	0	686	1600	0.458 *
EB Right	39	0	0.000	2	41	0	0.000	0	41	0	0.000	5	44	0	0.000	2	46	0	0.000	0	46	0	0.000
WB Left	32	1600	0.020	2	34	1600	0.021 *	0	34	1600	0.021 *	4	36	1600	0.023	2	38	1600	0.024 *	0	38	1600	0.024 *
WB Thru	366	1600	0.328 *	35	401	1600	0.349	0	401	1600	0.349	43	409	1600	0.367 *	39	448	1600	0.391	0	448	1600	0.391
WB Right	158	0	0.000	0	158	0	0.000	0	158	0	0.000	20	178	0	0.000	0	178	0	0.000	0	178	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.767				0.833				0.833				0.883				0.961				0.961
LOS			C				D				D				D				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Bonita Avenue
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: "D" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU11

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	35	0	0.022	16	51	0	0.032	0	51	0	0.032	5	40	0	0.025	21	61	0	0.038	0	61	0	0.038
NB Thru [3]	84	1600	0.088 *	3	87	1600	0.100 *	0	87	1600	0.100 *	15	99	1600	0.103 *	3	102	1600	0.118 *	0	102	1600	0.118 *
NB Right [3]	22	0	0.000	0	22	0	0.000	0	22	0	0.000	4	26	0	0.000	0	26	0	0.000	0	26	0	0.000
SB Left [3]	154	1600	0.096	0	154	1600	0.096	0	154	1600	0.096	30	184	1600	0.115	0	184	1600	0.115	0	184	1600	0.115
SB Thru [3]	172	1600	0.108 *	-8	164	1600	0.103	0	164	1600	0.103	77	249	1600	0.156 *	-13	236	1600	0.148 *	0	236	1600	0.148 *
SB Right [3]	149	1600	0.093	16	165	1600	0.103 *	0	165	1600	0.103 *	25	174	1600	0.109	21	195	1600	0.122	0	195	1600	0.122
EB Left	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *	8	62	1600	0.039 *	0	62	1600	0.039 *	0	62	1600	0.039 *
EB Thru	296	1600	0.219	22	318	1600	0.233	0	318	1600	0.233	50	346	1600	0.260	51	397	1600	0.292	0	397	1600	0.292
EB Right	54	0	0.000	0	54	0	0.000	0	54	0	0.000	16	70	0	0.000	0	70	0	0.000	0	70	0	0.000
WB Left	48	1600	0.030	0	48	1600	0.030	0	48	1600	0.030	16	64	1600	0.040	0	64	1600	0.040	0	64	1600	0.040
WB Thru	474	1600	0.351 *	80	554	1600	0.401 *	0	554	1600	0.401 *	80	554	1600	0.410 *	86	640	1600	0.464 *	0	640	1600	0.464 *
WB Right	88	0	0.000	0	88	0	0.000	0	88	0	0.000	14	102	0	0.000	0	102	0	0.000	0	102	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.681				0.738				0.738				0.808				0.868				0.868
LOS			B				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

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INTERSECTION CAPACITY UTILIZATION

N-S St: "D" Street
E-W St: Bonita Avenue
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU11

"D" Street @ Bonita Avenue
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left [3]	26	0	0.016	42	68	0	0.043	0	68	0	0.043	12	38	0	0.024	62	100	0	0.063	0	100	0	0.063
NB Thru [3]	214	1600	0.186 *	11	225	1600	0.206 *	0	225	1600	0.206 *	80	294	1600	0.253 *	11	305	1600	0.286 *	0	305	1600	0.286 *
NB Right [3]	57	0	0.000	-21	36	0	0.000	0	36	0	0.000	16	73	0	0.000	-21	52	0	0.000	0	52	0	0.000
SB Left [3]	134	1600	0.084	0	134	1600	0.084	0	134	1600	0.084	22	156	1600	0.098	0	156	1600	0.098	0	156	1600	0.098
SB Thru [3]	146	1600	0.091 *	-24	122	1600	0.076	0	122	1600	0.076	26	172	1600	0.108 *	-28	144	1600	0.090	0	144	1600	0.090
SB Right [3]	121	1600	0.076	31	152	1600	0.095 *	0	152	1600	0.095 *	20	141	1600	0.088	35	176	1600	0.110 *	0	176	1600	0.110 *
EB Left	100	1600	0.063 *	0	100	1600	0.063	0	100	1600	0.063	17	117	1600	0.073 *	0	117	1600	0.073	0	117	1600	0.073
EB Thru	522	1600	0.351	101	623	1600	0.414 *	0	623	1600	0.414 *	89	611	1600	0.411	120	731	1600	0.486 *	0	731	1600	0.486 *
EB Right	39	0	0.000	0	39	0	0.000	0	39	0	0.000	7	46	0	0.000	0	46	0	0.000	0	46	0	0.000
WB Left	32	1600	0.020	0	32	1600	0.020 *	0	32	1600	0.020 *	6	38	1600	0.024	0	38	1600	0.024 *	0	38	1600	0.024 *
WB Thru	366	1600	0.328 *	41	407	1600	0.353	0	407	1600	0.353	63	429	1600	0.385 *	46	475	1600	0.414	0	475	1600	0.414
WB Right	158	0	0.000	0	158	0	0.000	0	158	0	0.000	29	187	0	0.000	0	187	0	0.000	0	187	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.767				0.834				0.834				0.919				1.005				1.005
LOS			C				D				D				E				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green
3 Split phase operation.

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	11	17	29	0	21	82	24	0	58	96	12
Future Vol, veh/h	0	11	17	29	0	21	82	24	0	58	96	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	18	32	0	23	89	26	0	63	104	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	9.3	9.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	19%	17%	8%
Vol Thru, %	58%	30%	65%	74%
Vol Right, %	7%	51%	19%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	57	127	274
LT Vol	58	11	21	23
Through Vol	96	17	82	202
RT Vol	12	29	24	49
Lane Flow Rate	180	62	138	298
Geometry Grp	1	1	1	1
Degree of Util (X)	0.241	0.086	0.193	0.377
Departure Headway (Hd)	4.805	4.97	5.039	4.562
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	743	715	707	786
Service Time	2.862	3.042	3.104	2.612
HCM Lane V/C Ratio	0.242	0.087	0.195	0.379
HCM Control Delay	9.4	8.5	9.3	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.9	0.3	0.7	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	202	49
Future Vol, veh/h	0	23	202	49
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	220	53
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.4
HCM LOS	B

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	31	91	61	0	12	60	32	0	79	225	29
Future Vol, veh/h	0	31	91	61	0	12	60	32	0	79	225	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	32	95	64	0	13	63	33	0	82	234	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	9.8	13
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	17%	12%	16%
Vol Thru, %	68%	50%	58%	60%
Vol Right, %	9%	33%	31%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	333	183	104	209
LT Vol	79	31	12	34
Through Vol	225	91	60	125
RT Vol	29	61	32	50
Lane Flow Rate	347	191	108	218
Geometry Grp	1	1	1	1
Degree of Util (X)	0.491	0.287	0.168	0.313
Departure Headway (Hd)	5.093	5.418	5.576	5.172
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	708	661	642	694
Service Time	3.125	3.459	3.622	3.21
HCM Lane V/C Ratio	0.49	0.289	0.168	0.314
HCM Control Delay	13	10.6	9.8	10.6
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.7	1.2	0.6	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	34	125	50
Future Vol, veh/h	0	34	125	50
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	130	52
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.6
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	11	17	29	0	21	72	24	0	58	98	12
Future Vol, veh/h	0	11	17	29	0	21	72	24	0	58	98	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	18	32	0	23	78	26	0	63	107	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	9.2	9.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	19%	18%	8%
Vol Thru, %	58%	30%	62%	74%
Vol Right, %	7%	51%	21%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	57	117	281
LT Vol	58	11	21	23
Through Vol	98	17	72	209
RT Vol	12	29	24	49
Lane Flow Rate	183	62	127	305
Geometry Grp	1	1	1	1
Degree of Util (X)	0.243	0.086	0.178	0.385
Departure Headway (Hd)	4.782	4.971	5.049	4.538
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	714	706	791
Service Time	2.838	3.044	3.115	2.586
HCM Lane V/C Ratio	0.245	0.087	0.18	0.386
HCM Control Delay	9.4	8.5	9.2	10.4
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.3	0.6	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	209	49
Future Vol, veh/h	0	23	209	49
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	227	53
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.4
HCM LOS	B

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	31	91	61	0	12	50	32	0	79	231	29
Future Vol, veh/h	0	31	91	61	0	12	50	32	0	79	231	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	32	95	64	0	13	52	33	0	82	241	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	9.6	12.9
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	17%	13%	17%
Vol Thru, %	68%	50%	53%	63%
Vol Right, %	9%	33%	34%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	339	183	94	203
LT Vol	79	31	12	34
Through Vol	231	91	50	128
RT Vol	29	61	32	41
Lane Flow Rate	353	191	98	211
Geometry Grp	1	1	1	1
Degree of Util (X)	0.495	0.285	0.151	0.303
Departure Headway (Hd)	5.049	5.39	5.55	5.165
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	713	667	645	696
Service Time	3.077	3.426	3.591	3.197
HCM Lane V/C Ratio	0.495	0.286	0.152	0.303
HCM Control Delay	12.9	10.6	9.6	10.4
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	2.8	1.2	0.5	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	34	128	41
Future Vol, veh/h	0	34	128	41
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	133	43
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.4
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	12	18	31	0	23	89	26	0	63	105	13
Future Vol, veh/h	0	12	18	31	0	23	89	26	0	63	105	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	20	34	0	25	97	28	0	68	114	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.7	9.7	9.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	20%	17%	9%
Vol Thru, %	58%	30%	64%	74%
Vol Right, %	7%	51%	19%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	181	61	138	302
LT Vol	63	12	23	26
Through Vol	105	18	89	223
RT Vol	13	31	26	53
Lane Flow Rate	197	66	150	328
Geometry Grp	1	1	1	1
Degree of Util (X)	0.268	0.094	0.215	0.423
Departure Headway (Hd)	4.898	5.113	5.163	4.639
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	692	689	771
Service Time	2.97	3.208	3.247	2.702
HCM Lane V/C Ratio	0.271	0.095	0.218	0.425
HCM Control Delay	9.8	8.7	9.7	11.1
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.3	0.8	2.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	26	223	53
Future Vol, veh/h	0	26	223	53
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	28	242	58
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.1
HCM LOS	B

Intersection	
Intersection Delay, s/veh	12.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	34	99	66	0	13	65	36	0	86	248	31
Future Vol, veh/h	0	34	99	66	0	13	65	36	0	86	248	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	103	69	0	14	68	38	0	90	258	32
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11.4	10.3	14.7
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	17%	11%	17%
Vol Thru, %	68%	50%	57%	60%
Vol Right, %	8%	33%	32%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	365	199	114	229
LT Vol	86	34	13	38
Through Vol	248	99	65	137
RT Vol	31	66	36	54
Lane Flow Rate	380	207	119	239
Geometry Grp	1	1	1	1
Degree of Util (X)	0.555	0.324	0.192	0.355
Departure Headway (Hd)	5.252	5.631	5.811	5.362
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	684	636	615	668
Service Time	3.296	3.687	3.872	3.413
HCM Lane V/C Ratio	0.556	0.325	0.193	0.358
HCM Control Delay	14.7	11.4	10.3	11.4
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	3.4	1.4	0.7	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	38	137	54
Future Vol, veh/h	0	38	137	54
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	40	143	56
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.4
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	12	18	31	0	23	79	26	0	63	107	13
Future Vol, veh/h	0	12	18	31	0	23	79	26	0	63	107	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	20	34	0	25	86	28	0	68	116	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.7	9.6	9.8
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	20%	18%	8%
Vol Thru, %	58%	30%	62%	74%
Vol Right, %	7%	51%	20%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	183	61	128	309
LT Vol	63	12	23	26
Through Vol	107	18	79	230
RT Vol	13	31	26	53
Lane Flow Rate	199	66	139	336
Geometry Grp	1	1	1	1
Degree of Util (X)	0.27	0.094	0.2	0.431
Departure Headway (Hd)	4.878	5.116	5.178	4.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	692	687	776
Service Time	2.946	3.209	3.259	2.675
HCM Lane V/C Ratio	0.273	0.095	0.202	0.433
HCM Control Delay	9.8	8.7	9.6	11.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.3	0.7	2.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	26	230	53
Future Vol, veh/h	0	26	230	53
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	28	250	58
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.2
HCM LOS	B

Intersection	
Intersection Delay, s/veh	12.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	34	99	66	0	13	55	36	0	86	254	31
Future Vol, veh/h	0	34	99	66	0	13	55	36	0	86	254	31
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	103	69	0	14	57	38	0	90	265	32
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11.3	10.1	14.7
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	17%	12%	17%
Vol Thru, %	68%	50%	53%	63%
Vol Right, %	8%	33%	35%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	371	199	104	223
LT Vol	86	34	13	38
Through Vol	254	99	55	140
RT Vol	31	66	36	45
Lane Flow Rate	386	207	108	232
Geometry Grp	1	1	1	1
Degree of Util (X)	0.559	0.322	0.174	0.345
Departure Headway (Hd)	5.203	5.598	5.781	5.347
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	692	641	618	671
Service Time	3.245	3.651	3.842	3.396
HCM Lane V/C Ratio	0.558	0.323	0.175	0.346
HCM Control Delay	14.7	11.3	10.1	11.2
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	3.5	1.4	0.6	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	38	140	45
Future Vol, veh/h	0	38	140	45
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	40	146	47
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.2
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	11	3	29	0	21	8	24	0	42	116	12
Future Vol, veh/h	0	11	3	29	0	21	8	24	0	42	116	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	3	32	0	23	9	26	0	46	126	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.1	8.3	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	26%	40%	8%
Vol Thru, %	68%	7%	15%	79%
Vol Right, %	7%	67%	45%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	43	53	272
LT Vol	42	11	21	23
Through Vol	116	3	8	216
RT Vol	12	29	24	33
Lane Flow Rate	185	47	58	296
Geometry Grp	1	1	1	1
Degree of Util (X)	0.231	0.061	0.078	0.356
Departure Headway (Hd)	4.503	4.722	4.867	4.331
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	798	757	735	831
Service Time	2.53	2.762	2.905	2.355
HCM Lane V/C Ratio	0.232	0.062	0.079	0.356
HCM Control Delay	8.9	8.1	8.3	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.2	0.3	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	216	33
Future Vol, veh/h	0	23	216	33
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	235	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.7
HCM LOS	A

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	30	21	61	0	12	28	32	0	57	260	29
Future Vol, veh/h	0	30	21	61	0	12	28	32	0	57	260	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	22	64	0	13	29	33	0	59	271	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.1	8.9	11.7
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	27%	17%	18%
Vol Thru, %	75%	19%	39%	71%
Vol Right, %	8%	54%	44%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	346	112	72	184
LT Vol	57	30	12	34
Through Vol	260	21	28	131
RT Vol	29	61	32	19
Lane Flow Rate	360	117	75	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.463	0.163	0.107	0.256
Departure Headway (Hd)	4.627	5.043	5.147	4.81
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	775	705	689	742
Service Time	2.682	3.12	3.231	2.874
HCM Lane V/C Ratio	0.465	0.166	0.109	0.259
HCM Control Delay	11.7	9.1	8.9	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.5	0.6	0.4	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	34	131	19
Future Vol, veh/h	0	34	131	19
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	136	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.5
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	12	42	32	0	23	92	27	0	65	107	13
Future Vol, veh/h	0	12	42	32	0	23	92	27	0	65	107	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	46	35	0	25	100	29	0	71	116	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.5	10.3	10.4
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	14%	16%	7%
Vol Thru, %	58%	49%	65%	78%
Vol Right, %	7%	37%	19%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	185	86	142	371
LT Vol	65	12	23	27
Through Vol	107	42	92	289
RT Vol	13	32	27	55
Lane Flow Rate	201	93	154	403
Geometry Grp	1	1	1	1
Degree of Util (X)	0.292	0.144	0.238	0.547
Departure Headway (Hd)	5.22	5.546	5.54	4.886
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	688	645	647	742
Service Time	3.253	3.592	3.58	2.886
HCM Lane V/C Ratio	0.292	0.144	0.238	0.543
HCM Control Delay	10.4	9.5	10.3	13.6
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.2	0.5	0.9	3.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	27	289	55
Future Vol, veh/h	0	27	289	55
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	29	314	60
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.6
HCM LOS	B

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	35	101	68	0	14	83	39	0	87	311	32
Future Vol, veh/h	0	35	101	68	0	14	83	39	0	87	311	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	105	71	0	15	86	41	0	91	324	33
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	12.3	11.2	19.1
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	17%	10%	17%
Vol Thru, %	72%	50%	61%	60%
Vol Right, %	7%	33%	29%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	430	204	136	235
LT Vol	87	35	14	39
Through Vol	311	101	83	141
RT Vol	32	68	39	55
Lane Flow Rate	448	213	142	245
Geometry Grp	1	1	1	1
Degree of Util (X)	0.674	0.351	0.241	0.383
Departure Headway (Hd)	5.418	5.947	6.123	5.639
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	663	599	581	634
Service Time	3.481	4.031	4.214	3.717
HCM Lane V/C Ratio	0.676	0.356	0.244	0.386
HCM Control Delay	19.1	12.3	11.2	12.2
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	5.2	1.6	0.9	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	39	141	55
Future Vol, veh/h	0	39	141	55
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	41	147	57
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.2
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	12	1	32	0	23	14	27	0	45	131	13
Future Vol, veh/h	0	12	1	32	0	23	14	27	0	45	131	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	13	1	35	0	25	15	29	0	49	142	14
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.8	9.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	27%	36%	7%
Vol Thru, %	69%	2%	22%	83%
Vol Right, %	7%	71%	42%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	45	64	365
LT Vol	45	12	23	27
Through Vol	131	1	14	303
RT Vol	13	32	27	35
Lane Flow Rate	205	49	70	397
Geometry Grp	1	1	1	1
Degree of Util (X)	0.266	0.068	0.1	0.487
Departure Headway (Hd)	4.667	5.008	5.165	4.423
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	711	690	813
Service Time	2.71	3.071	3.225	2.458
HCM Lane V/C Ratio	0.267	0.069	0.101	0.488
HCM Control Delay	9.4	8.4	8.8	11.6
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.1	0.2	0.3	2.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	27	303	35
Future Vol, veh/h	0	27	303	35
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	29	329	38
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.6
HCM LOS	B

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	34	19	68	0	14	31	55	0	63	348	32
Future Vol, veh/h	0	34	19	68	0	14	31	55	0	63	348	32
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	35	20	71	0	15	32	57	0	66	363	33
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.9	9.7	15.9
HCM LOS	A	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	28%	14%	19%
Vol Thru, %	79%	16%	31%	71%
Vol Right, %	7%	56%	55%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	443	121	100	208
LT Vol	63	34	14	39
Through Vol	348	19	31	147
RT Vol	32	68	55	22
Lane Flow Rate	461	126	104	217
Geometry Grp	1	1	1	1
Degree of Util (X)	0.63	0.194	0.161	0.312
Departure Headway (Hd)	4.911	5.544	5.568	5.188
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	738	645	643	693
Service Time	2.911	3.59	3.616	3.223
HCM Lane V/C Ratio	0.625	0.195	0.162	0.313
HCM Control Delay	15.9	9.9	9.7	10.6
HCM Lane LOS	C	A	A	B
HCM 95th-tile Q	4.5	0.7	0.6	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	39	147	22
Future Vol, veh/h	0	39	147	22
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	41	153	23
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.6
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	11	3	29	0	21	8	24	0	42	115	12
Future Vol, veh/h	0	11	3	29	0	21	8	24	0	42	115	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	12	3	32	0	23	9	26	0	46	125	13
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.1	8.3	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	26%	40%	9%
Vol Thru, %	68%	7%	15%	79%
Vol Right, %	7%	67%	45%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	169	43	53	266
LT Vol	42	11	21	23
Through Vol	115	3	8	210
RT Vol	12	29	24	33
Lane Flow Rate	184	47	58	289
Geometry Grp	1	1	1	1
Degree of Util (X)	0.229	0.061	0.078	0.348
Departure Headway (Hd)	4.494	4.705	4.849	4.327
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	799	760	737	833
Service Time	2.523	2.744	2.887	2.351
HCM Lane V/C Ratio	0.23	0.062	0.079	0.347
HCM Control Delay	8.9	8.1	8.3	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.9	0.2	0.3	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	210	33
Future Vol, veh/h	0	23	210	33
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	228	36
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.7
HCM LOS	A

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	30	21	61	0	12	28	32	0	57	258	29
Future Vol, veh/h	0	30	21	61	0	12	28	32	0	57	258	29
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	22	64	0	13	29	33	0	59	269	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.1	8.9	11.6
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	27%	17%	18%
Vol Thru, %	75%	19%	39%	71%
Vol Right, %	8%	54%	44%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	344	112	72	185
LT Vol	57	30	12	34
Through Vol	258	21	28	132
RT Vol	29	61	32	19
Lane Flow Rate	358	117	75	193
Geometry Grp	1	1	1	1
Degree of Util (X)	0.461	0.163	0.107	0.257
Departure Headway (Hd)	4.629	5.041	5.145	4.808
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	774	705	689	742
Service Time	2.682	3.118	3.229	2.872
HCM Lane V/C Ratio	0.463	0.166	0.109	0.26
HCM Control Delay	11.6	9.1	8.9	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.4	0.6	0.4	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	34	132	19
Future Vol, veh/h	0	34	132	19
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	138	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.5
HCM LOS	A

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	13	43	34	0	25	96	28	0	68	113	14
Future Vol, veh/h	0	13	43	34	0	25	96	28	0	68	113	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	47	37	0	27	104	30	0	74	123	15
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.7	10.6	10.7
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	35%	14%	17%	7%
Vol Thru, %	58%	48%	64%	78%
Vol Right, %	7%	38%	19%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	195	90	149	386
LT Vol	68	13	25	28
Through Vol	113	43	96	301
RT Vol	14	34	28	57
Lane Flow Rate	212	98	162	420
Geometry Grp	1	1	1	1
Degree of Util (X)	0.312	0.154	0.254	0.575
Departure Headway (Hd)	5.303	5.657	5.643	4.932
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	678	633	636	734
Service Time	3.337	3.701	3.683	2.959
HCM Lane V/C Ratio	0.313	0.155	0.255	0.572
HCM Control Delay	10.7	9.7	10.6	14.4
HCM Lane LOS	B	A	B	B
HCM 95th-tile Q	1.3	0.5	1	3.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	28	301	57
Future Vol, veh/h	0	28	301	57
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	327	62
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	14.4
HCM LOS	B

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	36	106	72	0	15	86	41	0	92	324	34
Future Vol, veh/h	0	36	106	72	0	15	86	41	0	92	324	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	38	110	75	0	16	90	43	0	96	338	35
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	13.1	11.7	22.5
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	17%	11%	17%
Vol Thru, %	72%	50%	61%	60%
Vol Right, %	8%	34%	29%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	450	214	142	247
LT Vol	92	36	15	41
Through Vol	324	106	86	148
RT Vol	34	72	41	58
Lane Flow Rate	469	223	148	257
Geometry Grp	1	1	1	1
Degree of Util (X)	0.733	0.384	0.263	0.421
Departure Headway (Hd)	5.629	6.194	6.402	5.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	647	580	561	612
Service Time	3.639	4.241	4.454	3.912
HCM Lane V/C Ratio	0.725	0.384	0.264	0.42
HCM Control Delay	22.5	13.1	11.7	13.1
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	6.3	1.8	1	2.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	41	148	58
Future Vol, veh/h	0	41	148	58
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	43	154	60
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	13.1
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.7
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	13	0	34	0	25	16	28	0	47	137	14
Future Vol, veh/h	0	13	0	34	0	25	16	28	0	47	137	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	14	0	37	0	27	17	30	0	51	149	15
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	8.9	9.6
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	24%	28%	36%	8%
Vol Thru, %	69%	0%	23%	83%
Vol Right, %	7%	72%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	47	69	373
LT Vol	47	13	25	28
Through Vol	137	0	16	309
RT Vol	14	34	28	36
Lane Flow Rate	215	51	75	405
Geometry Grp	1	1	1	1
Degree of Util (X)	0.281	0.072	0.109	0.502
Departure Headway (Hd)	4.702	5.061	5.227	4.458
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	762	702	681	807
Service Time	2.75	3.13	3.293	2.499
HCM Lane V/C Ratio	0.282	0.073	0.11	0.502
HCM Control Delay	9.6	8.5	8.9	11.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1.2	0.2	0.4	2.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	28	309	36
Future Vol, veh/h	0	28	309	36
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	30	336	39
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.9
HCM LOS	B

Intersection	
Intersection Delay, s/veh	13.8
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	35	16	72	0	15	33	57	0	66	361	34
Future Vol, veh/h	0	35	16	72	0	15	33	57	0	66	361	34
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	17	75	0	16	34	59	0	69	376	35
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.1	9.9	17
HCM LOS	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	28%	14%	19%
Vol Thru, %	78%	13%	31%	71%
Vol Right, %	7%	59%	54%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	461	123	105	219
LT Vol	66	35	15	41
Through Vol	361	16	33	155
RT Vol	34	72	57	23
Lane Flow Rate	480	128	109	228
Geometry Grp	1	1	1	1
Degree of Util (X)	0.659	0.201	0.172	0.333
Departure Headway (Hd)	4.94	5.636	5.672	5.257
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	730	636	631	684
Service Time	2.968	3.681	3.721	3.294
HCM Lane V/C Ratio	0.658	0.201	0.173	0.333
HCM Control Delay	17	10.1	9.9	10.9
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	5	0.7	0.6	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	41	155	23
Future Vol, veh/h	0	41	155	23
Peak Hour Factor	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	43	161	24
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.9
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	20	13	13	0	45	15	29	0	13	114	18
Future Vol, veh/h	0	20	13	13	0	45	15	29	0	13	114	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	14	14	0	48	16	31	0	14	123	19
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.3	8.6	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	43%	51%	8%
Vol Thru, %	79%	28%	17%	86%
Vol Right, %	12%	28%	33%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	145	46	89	242
LT Vol	13	20	45	20
Through Vol	114	13	15	208
RT Vol	18	13	29	14
Lane Flow Rate	156	49	96	260
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.068	0.129	0.322
Departure Headway (Hd)	4.522	4.922	4.846	4.448
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	792	726	738	807
Service Time	2.556	2.967	2.887	2.478
HCM Lane V/C Ratio	0.197	0.067	0.13	0.322
HCM Control Delay	8.7	8.3	8.6	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.4	1.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	20	208	14
Future Vol, veh/h	0	20	208	14
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	224	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.6
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	47	29	27	0	28	13	28	0	28	255	46
Future Vol, veh/h	0	47	29	27	0	28	13	28	0	28	255	46
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	55	34	31	0	33	15	33	0	33	297	53
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.7	9.2	12.3
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	46%	41%	15%
Vol Thru, %	78%	28%	19%	75%
Vol Right, %	14%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	329	103	69	186
LT Vol	28	47	28	27
Through Vol	255	29	13	140
RT Vol	46	27	28	19
Lane Flow Rate	383	120	80	216
Geometry Grp	1	1	1	1
Degree of Util (X)	0.495	0.182	0.121	0.293
Departure Headway (Hd)	4.657	5.471	5.45	4.878
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	765	660	661	729
Service Time	2.734	3.471	3.453	2.968
HCM Lane V/C Ratio	0.501	0.182	0.121	0.296
HCM Control Delay	12.3	9.7	9.2	10
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.8	0.7	0.4	1.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	27	140	19
Future Vol, veh/h	0	27	140	19
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	31	163	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10
HCM LOS	A

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	20	13	13	0	45	15	29	0	13	116	18
Future Vol, veh/h	0	20	13	13	0	45	15	29	0	13	116	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	14	14	0	48	16	31	0	14	125	19
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.6	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	43%	51%	8%
Vol Thru, %	79%	28%	17%	86%
Vol Right, %	12%	28%	33%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	46	89	249
LT Vol	13	20	45	20
Through Vol	116	13	15	215
RT Vol	18	13	29	14
Lane Flow Rate	158	49	96	268
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.068	0.129	0.331
Departure Headway (Hd)	4.531	4.944	4.868	4.452
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	790	722	735	809
Service Time	2.565	2.99	2.909	2.481
HCM Lane V/C Ratio	0.2	0.068	0.131	0.331
HCM Control Delay	8.7	8.4	8.6	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.4	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	20	215	14
Future Vol, veh/h	0	20	215	14
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	231	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.7
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	47	29	27	0	28	13	28	0	28	261	46
Future Vol, veh/h	0	47	29	27	0	28	13	28	0	28	261	46
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	55	34	31	0	33	15	33	0	33	303	53
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.7	9.2	12.5
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	46%	41%	14%
Vol Thru, %	78%	28%	19%	76%
Vol Right, %	14%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	335	103	69	189
LT Vol	28	47	28	27
Through Vol	261	29	13	143
RT Vol	46	27	28	19
Lane Flow Rate	390	120	80	220
Geometry Grp	1	1	1	1
Degree of Util (X)	0.504	0.183	0.122	0.298
Departure Headway (Hd)	4.662	5.495	5.475	4.887
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	656	658	725
Service Time	2.745	3.498	3.481	2.982
HCM Lane V/C Ratio	0.511	0.183	0.122	0.303
HCM Control Delay	12.5	9.7	9.2	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	2.9	0.7	0.4	1.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	27	143	19
Future Vol, veh/h	0	27	143	19
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	31	166	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.1
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	22	14	14	0	49	16	31	0	14	124	19
Future Vol, veh/h	0	22	14	14	0	49	16	31	0	14	124	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	15	15	0	53	17	33	0	15	133	20
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	8.8	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	44%	51%	8%
Vol Thru, %	79%	28%	17%	86%
Vol Right, %	12%	28%	32%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	157	50	96	266
LT Vol	14	22	49	22
Through Vol	124	14	16	229
RT Vol	19	14	31	15
Lane Flow Rate	169	54	103	286
Geometry Grp	1	1	1	1
Degree of Util (X)	0.215	0.075	0.142	0.358
Departure Headway (Hd)	4.592	5.032	4.947	4.501
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	709	722	798
Service Time	2.633	3.088	2.998	2.536
HCM Lane V/C Ratio	0.217	0.076	0.143	0.358
HCM Control Delay	8.9	8.5	8.8	10
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.5	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	22	229	15
Future Vol, veh/h	0	22	229	15
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	246	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10
HCM LOS	A

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	51	31	29	0	30	14	30	0	30	280	50
Future Vol, veh/h	0	51	31	29	0	30	14	30	0	30	280	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	36	34	0	35	16	35	0	35	326	58
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.1	9.6	13.9
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	46%	41%	14%
Vol Thru, %	78%	28%	19%	75%
Vol Right, %	14%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	360	111	74	204
LT Vol	30	51	30	29
Through Vol	280	31	14	154
RT Vol	50	29	30	21
Lane Flow Rate	419	129	86	237
Geometry Grp	1	1	1	1
Degree of Util (X)	0.564	0.203	0.135	0.335
Departure Headway (Hd)	4.848	5.65	5.643	5.081
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	749	635	634	707
Service Time	2.848	3.69	3.687	3.112
HCM Lane V/C Ratio	0.559	0.203	0.136	0.335
HCM Control Delay	13.9	10.1	9.6	10.7
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	3.6	0.8	0.5	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	29	154	21
Future Vol, veh/h	0	29	154	21
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	34	179	24
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.7
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	22	14	14	0	49	16	31	0	14	126	19
Future Vol, veh/h	0	22	14	14	0	49	16	31	0	14	126	19
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	15	15	0	53	17	33	0	15	135	20
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	8.9	8.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	44%	51%	8%
Vol Thru, %	79%	28%	17%	86%
Vol Right, %	12%	28%	32%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	50	96	273
LT Vol	14	22	49	22
Through Vol	126	14	16	236
RT Vol	19	14	31	15
Lane Flow Rate	171	54	103	294
Geometry Grp	1	1	1	1
Degree of Util (X)	0.219	0.076	0.143	0.367
Departure Headway (Hd)	4.604	5.056	4.972	4.506
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	705	718	796
Service Time	2.646	3.113	3.023	2.545
HCM Lane V/C Ratio	0.22	0.077	0.143	0.369
HCM Control Delay	8.9	8.5	8.9	10.2
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.8	0.2	0.5	1.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	22	236	15
Future Vol, veh/h	0	22	236	15
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	254	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.2
HCM LOS	B

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	51	31	29	0	30	14	30	0	30	286	50
Future Vol, veh/h	0	51	31	29	0	30	14	30	0	30	286	50
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	59	36	34	0	35	16	35	0	35	333	58
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.2	9.6	14.2
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	46%	41%	14%
Vol Thru, %	78%	28%	19%	76%
Vol Right, %	14%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	366	111	74	207
LT Vol	30	51	30	29
Through Vol	286	31	14	157
RT Vol	50	29	30	21
Lane Flow Rate	426	129	86	241
Geometry Grp	1	1	1	1
Degree of Util (X)	0.574	0.204	0.136	0.341
Departure Headway (Hd)	4.859	5.679	5.674	5.094
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	749	631	631	705
Service Time	2.859	3.72	3.717	3.127
HCM Lane V/C Ratio	0.569	0.204	0.136	0.342
HCM Control Delay	14.2	10.2	9.6	10.8
HCM Lane LOS	B	B	A	B
HCM 95th-tile Q	3.7	0.8	0.5	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	29	157	21
Future Vol, veh/h	0	29	157	21
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	34	183	24
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.8
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	20	13	13	0	45	15	29	0	13	118	18
Future Vol, veh/h	0	20	13	13	0	45	15	29	0	13	118	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	14	14	0	48	16	31	0	14	127	19
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.7	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	43%	51%	8%
Vol Thru, %	79%	28%	17%	87%
Vol Right, %	12%	28%	33%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	46	89	256
LT Vol	13	20	45	20
Through Vol	118	13	15	222
RT Vol	18	13	29	14
Lane Flow Rate	160	49	96	275
Geometry Grp	1	1	1	1
Degree of Util (X)	0.202	0.068	0.13	0.341
Departure Headway (Hd)	4.542	4.968	4.89	4.457
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	719	731	807
Service Time	2.577	3.015	2.933	2.486
HCM Lane V/C Ratio	0.203	0.068	0.131	0.341
HCM Control Delay	8.7	8.4	8.7	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.8	0.2	0.4	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	20	222	14
Future Vol, veh/h	0	20	222	14
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	239	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	47	29	27	0	28	13	28	0	28	268	46
Future Vol, veh/h	0	47	29	27	0	28	13	28	0	28	268	46
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	55	34	31	0	33	15	33	0	33	312	53
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.8	9.3	12.7
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	46%	41%	14%
Vol Thru, %	78%	28%	19%	76%
Vol Right, %	13%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	342	103	69	192
LT Vol	28	47	28	27
Through Vol	268	29	13	146
RT Vol	46	27	28	19
Lane Flow Rate	398	120	80	223
Geometry Grp	1	1	1	1
Degree of Util (X)	0.516	0.184	0.123	0.304
Departure Headway (Hd)	4.672	5.527	5.51	4.902
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	764	653	654	723
Service Time	2.756	3.531	3.515	2.999
HCM Lane V/C Ratio	0.521	0.184	0.122	0.308
HCM Control Delay	12.7	9.8	9.3	10.2
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3	0.7	0.4	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	27	146	19
Future Vol, veh/h	0	27	146	19
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	31	170	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.2
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	22	15	15	0	50	17	32	0	15	127	20
Future Vol, veh/h	0	22	15	15	0	50	17	32	0	15	127	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	16	16	0	54	18	34	0	16	137	22
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	9.1	9.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	42%	51%	7%
Vol Thru, %	78%	29%	17%	89%
Vol Right, %	12%	29%	32%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	162	52	99	334
LT Vol	15	22	50	22
Through Vol	127	15	17	296
RT Vol	20	15	32	16
Lane Flow Rate	174	56	106	359
Geometry Grp	1	1	1	1
Degree of Util (X)	0.228	0.081	0.152	0.453
Departure Headway (Hd)	4.702	5.222	5.137	4.538
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	759	680	693	790
Service Time	2.755	3.295	3.203	2.582
HCM Lane V/C Ratio	0.229	0.082	0.153	0.454
HCM Control Delay	9.2	8.8	9.1	11.3
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.9	0.3	0.5	2.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	22	296	16
Future Vol, veh/h	0	22	296	16
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	318	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.3
HCM LOS	B

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	52	32	30	0	31	15	31	0	31	344	51
Future Vol, veh/h	0	52	32	30	0	31	15	31	0	31	344	51
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	37	35	0	36	17	36	0	36	400	59
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.6	10	17.7
HCM LOS	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	46%	40%	14%
Vol Thru, %	81%	28%	19%	75%
Vol Right, %	12%	26%	40%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	426	114	77	208
LT Vol	31	52	31	30
Through Vol	344	32	15	157
RT Vol	51	30	31	21
Lane Flow Rate	495	133	90	242
Geometry Grp	1	1	1	1
Degree of Util (X)	0.678	0.217	0.147	0.352
Departure Headway (Hd)	4.928	5.889	5.896	5.244
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	738	607	606	684
Service Time	2.928	3.943	3.952	3.287
HCM Lane V/C Ratio	0.671	0.219	0.149	0.354
HCM Control Delay	17.7	10.6	10	11.1
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	5.3	0.8	0.5	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	30	157	21
Future Vol, veh/h	0	30	157	21
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	183	24
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.1
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	22	15	15	0	50	17	32	0	15	131	20
Future Vol, veh/h	0	22	15	15	0	50	17	32	0	15	131	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	16	16	0	54	18	34	0	16	141	22
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.8	9.2	9.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	42%	51%	6%
Vol Thru, %	79%	29%	17%	89%
Vol Right, %	12%	29%	32%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	166	52	99	348
LT Vol	15	22	50	22
Through Vol	131	15	17	310
RT Vol	20	15	32	16
Lane Flow Rate	178	56	106	374
Geometry Grp	1	1	1	1
Degree of Util (X)	0.234	0.082	0.153	0.473
Departure Headway (Hd)	4.725	5.268	5.181	4.548
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	674	687	790
Service Time	2.78	3.345	3.252	2.593
HCM Lane V/C Ratio	0.236	0.083	0.154	0.473
HCM Control Delay	9.2	8.8	9.2	11.6
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.9	0.3	0.5	2.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	22	310	16
Future Vol, veh/h	0	22	310	16
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	24	333	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.6
HCM LOS	B

Intersection	
Intersection Delay, s/veh	14.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	52	32	30	0	31	15	31	0	31	357	51
Future Vol, veh/h	0	52	32	30	0	31	15	31	0	31	357	51
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	60	37	35	0	36	17	36	0	36	415	59
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.7	10.1	18.5
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	46%	40%	14%
Vol Thru, %	81%	28%	19%	76%
Vol Right, %	12%	26%	40%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	439	114	77	214
LT Vol	31	52	31	30
Through Vol	357	32	15	163
RT Vol	51	30	31	21
Lane Flow Rate	510	133	90	249
Geometry Grp	1	1	1	1
Degree of Util (X)	0.697	0.219	0.148	0.365
Departure Headway (Hd)	4.919	5.954	5.963	5.277
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	735	602	600	682
Service Time	2.949	4.001	4.013	3.314
HCM Lane V/C Ratio	0.694	0.221	0.15	0.365
HCM Control Delay	18.5	10.7	10.1	11.3
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	5.7	0.8	0.5	1.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	30	163	21
Future Vol, veh/h	0	30	163	21
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	35	190	24
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.3
HCM LOS	B

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	20	13	13	0	45	15	29	0	13	117	18
Future Vol, veh/h	0	20	13	13	0	45	15	29	0	13	117	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	22	14	14	0	48	16	31	0	14	126	19
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.6	8.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	43%	51%	8%
Vol Thru, %	79%	28%	17%	86%
Vol Right, %	12%	28%	33%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	148	46	89	250
LT Vol	13	20	45	20
Through Vol	117	13	15	216
RT Vol	18	13	29	14
Lane Flow Rate	159	49	96	269
Geometry Grp	1	1	1	1
Degree of Util (X)	0.2	0.068	0.13	0.333
Departure Headway (Hd)	4.533	4.95	4.873	4.453
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	791	721	734	806
Service Time	2.569	2.996	2.914	2.484
HCM Lane V/C Ratio	0.201	0.068	0.131	0.334
HCM Control Delay	8.7	8.4	8.6	9.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.4	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	20	216	14
Future Vol, veh/h	0	20	216	14
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	22	232	15
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.7
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	47	29	27	0	28	13	28	0	28	266	46
Future Vol, veh/h	0	47	29	27	0	28	13	28	0	28	266	46
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	55	34	31	0	33	15	33	0	33	309	53
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.8	9.3	12.7
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	46%	41%	14%
Vol Thru, %	78%	28%	19%	76%
Vol Right, %	14%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	103	69	193
LT Vol	28	47	28	27
Through Vol	266	29	13	147
RT Vol	46	27	28	19
Lane Flow Rate	395	120	80	224
Geometry Grp	1	1	1	1
Degree of Util (X)	0.513	0.184	0.123	0.305
Departure Headway (Hd)	4.674	5.524	5.506	4.899
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	763	653	655	725
Service Time	2.757	3.528	3.511	2.996
HCM Lane V/C Ratio	0.518	0.184	0.122	0.309
HCM Control Delay	12.7	9.8	9.3	10.2
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	3	0.7	0.4	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	27	147	19
Future Vol, veh/h	0	27	147	19
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	31	171	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.2
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	23	15	15	0	53	18	34	0	15	134	21
Future Vol, veh/h	0	23	15	15	0	53	18	34	0	15	134	21
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	16	16	0	57	19	37	0	16	144	23
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.9	9.3	9.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	43%	50%	7%
Vol Thru, %	79%	28%	17%	89%
Vol Right, %	12%	28%	32%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	53	105	347
LT Vol	15	23	53	23
Through Vol	134	15	18	308
RT Vol	21	15	34	16
Lane Flow Rate	183	57	113	373
Geometry Grp	1	1	1	1
Degree of Util (X)	0.241	0.084	0.163	0.474
Departure Headway (Hd)	4.743	5.296	5.194	4.573
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	751	670	685	784
Service Time	2.804	3.377	3.268	2.624
HCM Lane V/C Ratio	0.244	0.085	0.165	0.476
HCM Control Delay	9.3	8.9	9.3	11.7
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	0.9	0.3	0.6	2.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	308	16
Future Vol, veh/h	0	23	308	16
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	331	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.7
HCM LOS	B

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	55	34	32	0	33	15	33	0	33	358	54
Future Vol, veh/h	0	55	34	32	0	33	15	33	0	33	358	54
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	40	37	0	38	17	38	0	38	416	63
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.9	10.2	19.6
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	45%	41%	15%
Vol Thru, %	80%	28%	19%	75%
Vol Right, %	12%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	445	121	81	219
LT Vol	33	55	33	32
Through Vol	358	34	15	165
RT Vol	54	32	33	22
Lane Flow Rate	517	141	94	255
Geometry Grp	1	1	1	1
Degree of Util (X)	0.716	0.235	0.158	0.378
Departure Headway (Hd)	4.978	6.016	6.034	5.347
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	724	595	592	672
Service Time	3.013	4.071	4.094	3.392
HCM Lane V/C Ratio	0.714	0.237	0.159	0.379
HCM Control Delay	19.6	10.9	10.2	11.6
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	6.1	0.9	0.6	1.8

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	32	165	22
Future Vol, veh/h	0	32	165	22
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	192	26
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.6
HCM LOS	B

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	23	15	15	0	53	18	34	0	15	137	21
Future Vol, veh/h	0	23	15	15	0	53	18	34	0	15	137	21
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	25	16	16	0	57	19	37	0	16	147	23
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.9	9.3	9.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	43%	50%	6%
Vol Thru, %	79%	28%	17%	89%
Vol Right, %	12%	28%	32%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	173	53	105	355
LT Vol	15	23	53	23
Through Vol	137	15	18	316
RT Vol	21	15	34	16
Lane Flow Rate	186	57	113	382
Geometry Grp	1	1	1	1
Degree of Util (X)	0.246	0.084	0.164	0.486
Departure Headway (Hd)	4.757	5.323	5.221	4.581
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	750	666	681	783
Service Time	2.819	3.41	3.298	2.631
HCM Lane V/C Ratio	0.248	0.086	0.166	0.488
HCM Control Delay	9.4	8.9	9.3	11.9
HCM Lane LOS	A	A	A	B
HCM 95th-tile Q	1	0.3	0.6	2.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	23	316	16
Future Vol, veh/h	0	23	316	16
Peak Hour Factor	0.93	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	25	340	17
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.9
HCM LOS	B

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	55	34	32	0	33	15	33	0	33	369	54
Future Vol, veh/h	0	55	34	32	0	33	15	33	0	33	369	54
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	64	40	37	0	38	17	38	0	38	429	63
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	11	10.3	20.7
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	45%	41%	14%
Vol Thru, %	81%	28%	19%	76%
Vol Right, %	12%	26%	41%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	456	121	81	226
LT Vol	33	55	33	32
Through Vol	369	34	15	172
RT Vol	54	32	33	22
Lane Flow Rate	530	141	94	263
Geometry Grp	1	1	1	1
Degree of Util (X)	0.736	0.237	0.16	0.392
Departure Headway (Hd)	4.999	6.075	6.097	5.376
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	590	586	667
Service Time	3.038	4.133	4.159	3.423
HCM Lane V/C Ratio	0.735	0.239	0.16	0.394
HCM Control Delay	20.7	11	10.3	11.9
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	6.5	0.9	0.6	1.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	32	172	22
Future Vol, veh/h	0	32	172	22
Peak Hour Factor	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	37	200	26
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	11.9
HCM LOS	B

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	12	163	141	153	97
Future Vol, veh/h	9	12	163	141	153	97
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	15	199	172	187	118

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	822	201	201	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	344	840	1371	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	286	829	1371	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	4.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	457	-	-
HCM Lane V/C Ratio	0.145	-	0.056	-	-
HCM Control Delay (s)	8.1	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	114	54	278	156	37
Future Vol, veh/h	55	114	54	278	156	37
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	143	68	348	195	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	769	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	369	838	1369	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	832	1369	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1369	-	570	-	-
HCM Lane V/C Ratio	0.049	-	0.371	-	-
HCM Control Delay (s)	7.8	-	15	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	19	191	141	153	104
Future Vol, veh/h	11	19	191	141	153	104
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	23	233	172	187	127

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	890	201	201	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	313	840	1371	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	829	1371	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	4.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	452	-	-
HCM Lane V/C Ratio	0.17	-	0.081	-	-
HCM Control Delay (s)	8.2	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	137	65	278	156	40
Future Vol, veh/h	61	137	65	278	156	40
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	171	81	348	195	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	796	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	356	838	1369	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	330	832	1369	-	-	-
Mov Cap-2 Maneuver	330	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1369	-	567	-	-
HCM Lane V/C Ratio	0.059	-	0.437	-	-
HCM Control Delay (s)	7.8	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.2	-	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	13	176	154	170	105
Future Vol, veh/h	10	13	176	154	170	105
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	16	215	188	207	128

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	889	221	221	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	314	819	1348	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	257	808	1348	-	-	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	423	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	4.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	418	-	-
HCM Lane V/C Ratio	0.159	-	0.067	-	-
HCM Control Delay (s)	8.2	-	14.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	60	123	58	305	171	40
Future Vol, veh/h	60	123	58	305	171	40
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	75	154	73	381	214	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	831	222	222	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	340	818	1347	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	812	1347	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	1.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1347	-	537	-	-
HCM Lane V/C Ratio	0.054	-	0.426	-	-
HCM Control Delay (s)	7.8	-	16.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.1	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	20	204	154	170	112
Future Vol, veh/h	12	20	204	154	170	112
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	24	249	188	207	137

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	957	221	221	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	286	819	1348	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	808	1348	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	381	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	4.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	412	-	-
HCM Lane V/C Ratio	0.185	-	0.095	-	-
HCM Control Delay (s)	8.3	-	14.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.3	-	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	146	69	305	171	43
Future Vol, veh/h	66	146	69	305	171	43
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	183	86	381	214	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	859	222	222	0	-	0
Stage 1	222	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	327	818	1347	-	-	-
Stage 1	815	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	812	1347	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1347	-	531	-	-
HCM Lane V/C Ratio	0.064	-	0.499	-	-
HCM Control Delay (s)	7.9	-	18.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.8	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	28	221	141	153	111
Future Vol, veh/h	13	28	221	141	153	111
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	34	270	172	187	135

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	963	201	201	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	284	840	1371	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	222	829	1371	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	365	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	444	-	-
HCM Lane V/C Ratio	0.197	-	0.113	-	-
HCM Control Delay (s)	8.3	-	14.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.4	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	164	78	278	156	43
Future Vol, veh/h	68	164	78	278	156	43
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	85	205	98	348	195	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	829	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	340	838	1369	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	311	832	1369	-	-	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	491	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.2	1.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1369	-	558	-	-
HCM Lane V/C Ratio	0.071	-	0.52	-	-
HCM Control Delay (s)	7.8	-	18.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	3	-	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	45	182	157	235	108
Future Vol, veh/h	10	45	182	157	235	108
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	55	222	191	287	132

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	987	301	301	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	274	739	1260	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	220	729	1260	-	-	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.1	4.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1260	-	513	-	-
HCM Lane V/C Ratio	0.176	-	0.131	-	-
HCM Control Delay (s)	8.5	-	13.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.4	-	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	127	90	379	175	41
Future Vol, veh/h	61	127	90	379	175	41
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	159	113	474	219	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1009	227	227	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	782	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	266	812	1341	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	240	806	1341	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	410	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.9	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1341	-	457	-	-
HCM Lane V/C Ratio	0.084	-	0.514	-	-
HCM Control Delay (s)	7.9	-	20.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	2.9	-	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	61	240	157	235	122
Future Vol, veh/h	14	61	240	157	235	122
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	74	293	191	287	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1129	301	301	0	-	0
Stage 1	301	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	226	739	1260	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	429	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	169	729	1260	-	-	-
Mov Cap-2 Maneuver	169	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15	5.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1260	-	450	-	-
HCM Lane V/C Ratio	0.232	-	0.203	-	-
HCM Control Delay (s)	8.7	-	15	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.9	-	0.8	-	-

Intersection	
Int Delay, s/veh	8.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	74	177	114	379	175	47
Future Vol, veh/h	74	177	114	379	175	47
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	221	143	474	219	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1069	227	227	0	-	0
Stage 1	227	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	245	812	1341	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	216	806	1341	-	-	-
Mov Cap-2 Maneuver	216	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.1	1.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1341	-	446	-	-
HCM Lane V/C Ratio	0.106	-	0.703	-	-
HCM Control Delay (s)	8	-	30.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.4	-	5.4	-	-

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	23	195	141	153	105
Future Vol, veh/h	12	23	195	141	153	105
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	28	238	172	187	128

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	900	201	201	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	309	840	1371	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	249	829	1371	-	-	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	402	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	4.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1371	-	461	-	-
HCM Lane V/C Ratio	0.173	-	0.093	-	-
HCM Control Delay (s)	8.2	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	156	82	278	156	44
Future Vol, veh/h	66	156	82	278	156	44
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	195	103	348	195	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	839	203	203	0	-	0
Stage 1	203	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	336	838	1369	-	-	-
Stage 1	831	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	306	832	1369	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1369	-	551	-	-
HCM Lane V/C Ratio	0.075	-	0.504	-	-
HCM Control Delay (s)	7.8	-	18	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.8	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	46	191	165	243	114
Future Vol, veh/h	11	46	191	165	243	114
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	56	233	201	296	139

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1028	310	310	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	259	730	1250	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	720	1250	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	4.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	485	-	-
HCM Lane V/C Ratio	0.186	-	0.143	-	-
HCM Control Delay (s)	8.5	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	0.5	-	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	64	134	93	395	184	43
Future Vol, veh/h	64	134	93	395	184	43
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	168	116	494	230	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1047	238	238	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	253	801	1329	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	227	795	1329	-	-	-
Mov Cap-2 Maneuver	227	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.2	1.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1329	-	440	-	-
HCM Lane V/C Ratio	0.087	-	0.563	-	-
HCM Control Delay (s)	8	-	23.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	3.4	-	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	57	223	165	243	122
Future Vol, veh/h	14	57	223	165	243	122
Conflicting Peds, #/hr	51	0	0	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	70	272	201	296	149

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1106	310	310	0	-	0
Stage 1	310	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	233	730	1250	-	-	-
Stage 1	744	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	177	720	1250	-	-	-
Mov Cap-2 Maneuver	177	-	-	-	-	-
Stage 1	734	-	-	-	-	-
Stage 2	343	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1250	-	449	-	-
HCM Lane V/C Ratio	0.218	-	0.193	-	-
HCM Control Delay (s)	8.7	-	14.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.7	-	-

Intersection	
Int Delay, s/veh	9.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	75	176	121	395	184	50
Future Vol, veh/h	75	176	121	395	184	50
Conflicting Peds, #/hr	83	0	0	0	0	8
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	94	220	151	494	230	63

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1117	238	238	0	-	0
Stage 1	238	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	229	801	1329	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	200	795	1329	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.7	1.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1329	-	421	-	-
HCM Lane V/C Ratio	0.114	-	0.745	-	-
HCM Control Delay (s)	8.1	-	34.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.4	-	6	-	-

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: "D" Street
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU15

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	20	0	0.013	0	20	0	0.013	0	20	0	0.013	2	22	0	0.014	0	22	0	0.014	0	22	0	0.014
NB Thru	22	1600	0.041 *	0	22	1600	0.041 *	0	22	1600	0.041 *	2	24	1600	0.044 *	0	24	1600	0.044 *	0	24	1600	0.044 *
NB Right	23	0	0.000	0	23	0	0.000	0	23	0	0.000	2	25	0	0.000	0	25	0	0.000	0	25	0	0.000
SB Left	66	0	0.041 *	4	70	0	0.044 *	0	70	0	0.044 *	6	72	0	0.045 *	4	76	0	0.048 *	0	76	0	0.048 *
SB Thru	35	1600	0.063	0	35	1600	0.066	0	35	1600	0.066	3	38	1600	0.069	0	38	1600	0.071	0	38	1600	0.071
SB Right	62	1600	0.039	4	66	1600	0.041	0	66	1600	0.041	8	70	1600	0.044	4	74	1600	0.046	0	74	1600	0.046
EB Left	85	1600	0.053 *	14	99	1600	0.062 *	0	99	1600	0.062 *	7	92	1600	0.058 *	14	106	1600	0.066 *	0	106	1600	0.066 *
EB Thru	681	4800	0.149	20	701	4800	0.153	0	701	4800	0.153	80	761	4800	0.166	20	781	4800	0.171	0	781	4800	0.171
EB Right	35	0	0.000	0	35	0	0.000	0	35	0	0.000	3	38	0	0.000	0	38	0	0.000	0	38	0	0.000
WB Left	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	1	17	1600	0.011	0	17	1600	0.011	0	17	1600	0.011
WB Thru	1113	4800	0.264 *	5	1118	4800	0.268 *	0	1118	4800	0.268 *	215	1328	4800	0.312 *	5	1333	4800	0.316 *	0	1333	4800	0.316 *
WB Right	154	0	0.000	14	168	0	0.000	0	168	0	0.000	14	168	0	0.000	14	182	0	0.000	0	182	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.499				0.514				0.514				0.559				0.574				0.574
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

"D" Street @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: "D" Street
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU15

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	29	0	0.018	0	29	0	0.018	0	29	0	0.018	2	31	0	0.019	0	31	0	0.019	0	31	0	0.019
NB Thru	32	1600	0.058 *	0	32	1600	0.058 *	0	32	1600	0.058 *	3	35	1600	0.063 *	0	35	1600	0.063 *	0	35	1600	0.063 *
NB Right	31	0	0.000	0	31	0	0.000	0	31	0	0.000	3	34	0	0.000	0	34	0	0.000	0	34	0	0.000
SB Left	126	0	0.079 *	12	138	0	0.086 *	0	138	0	0.086 *	11	137	0	0.086 *	12	149	0	0.093 *	0	149	0	0.093 *
SB Thru	38	1600	0.103	0	38	1600	0.110	0	38	1600	0.110	3	41	1600	0.111	0	41	1600	0.119	0	41	1600	0.119
SB Right	81	1600	0.051	12	93	1600	0.058	0	93	1600	0.058	8	89	1600	0.056	12	101	1600	0.063	0	101	1600	0.063
EB Left	160	1600	0.100	6	166	1600	0.104	0	166	1600	0.104	15	175	1600	0.109	6	181	1600	0.113	0	181	1600	0.113
EB Thru	1673	4800	0.358 *	11	1684	4800	0.361 *	0	1684	4800	0.361 *	271	1944	4800	0.416 *	11	1955	4800	0.418 *	0	1955	4800	0.418 *
EB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000
WB Left	13	1600	0.008 *	0	13	1600	0.008 *	0	13	1600	0.008 *	1	14	1600	0.009 *	0	14	1600	0.009 *	0	14	1600	0.009 *
WB Thru	758	4800	0.179	20	778	4800	0.184	0	778	4800	0.184	93	851	4800	0.200	20	871	4800	0.206	0	871	4800	0.206
WB Right	100	0	0.000	6	106	0	0.000	0	106	0	0.000	10	110	0	0.000	6	116	0	0.000	0	116	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.613				0.613				0.673				0.682				0.682
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: "D" Street
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU15

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	20	0	0.013	0	20	0	0.013	0	20	0	0.013	2	22	0	0.014	0	22	0	0.014	0	22	0	0.014
NB Thru	22	1600	0.041 *	0	22	1600	0.041 *	0	22	1600	0.041 *	3	25	1600	0.046 *	0	25	1600	0.046 *	0	25	1600	0.046 *
NB Right	23	0	0.000	0	23	0	0.000	0	23	0	0.000	3	26	0	0.000	0	26	0	0.000	0	26	0	0.000
SB Left	66	0	0.041 *	8	74	0	0.046 *	0	74	0	0.046 *	101	167	0	0.104 *	8	175	0	0.109 *	0	175	0	0.109 *
SB Thru	35	1600	0.063	0	35	1600	0.068	0	35	1600	0.068	4	39	1600	0.129	0	39	1600	0.134	0	39	1600	0.134
SB Right	62	1600	0.039	8	70	1600	0.044	0	70	1600	0.044	10	72	1600	0.045	8	80	1600	0.050	0	80	1600	0.050
EB Left	85	1600	0.053 *	29	114	1600	0.071 *	0	114	1600	0.071 *	10	95	1600	0.059 *	29	124	1600	0.078 *	0	124	1600	0.078 *
EB Thru	681	4800	0.149	20	701	4800	0.153	0	701	4800	0.153	144	825	4800	0.180	20	845	4800	0.184	0	845	4800	0.184
EB Right	35	0	0.000	0	35	0	0.000	0	35	0	0.000	3	38	0	0.000	0	38	0	0.000	0	38	0	0.000
WB Left	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	2	18	1600	0.011	0	18	1600	0.011	0	18	1600	0.011
WB Thru	1113	4800	0.264 *	6	1119	4800	0.271 *	0	1119	4800	0.271 *	244	1357	4800	0.319 *	6	1363	4800	0.326 *	0	1363	4800	0.326 *
WB Right	154	0	0.000	29	183	0	0.000	0	183	0	0.000	18	172	0	0.000	29	201	0	0.000	0	201	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.499				0.529				0.529				0.628				0.658				0.658
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

"D" Street @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: "D" Street
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU15

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	29	0	0.018	0	29	0	0.018	0	29	0	0.018	3	32	0	0.020	0	32	0	0.020	0	32	0	0.020
NB Thru	32	1600	0.058 *	0	32	1600	0.058 *	0	32	1600	0.058 *	4	36	1600	0.064 *	0	36	1600	0.064 *	0	36	1600	0.064 *
NB Right	31	0	0.000	0	31	0	0.000	0	31	0	0.000	4	35	0	0.000	0	35	0	0.000	0	35	0	0.000
SB Left	126	0	0.079 *	25	151	0	0.094 *	0	151	0	0.094 *	16	142	0	0.089 *	25	167	0	0.104 *	0	167	0	0.104 *
SB Thru	38	1600	0.103	0	38	1600	0.118	0	38	1600	0.118	4	42	1600	0.115	0	42	1600	0.131	0	42	1600	0.131
SB Right	81	1600	0.051	25	106	1600	0.066	0	106	1600	0.066	9	90	1600	0.056	25	115	1600	0.072	0	115	1600	0.072
EB Left	160	1600	0.100	12	172	1600	0.108	0	172	1600	0.108	21	181	1600	0.113	12	193	1600	0.121	0	193	1600	0.121
EB Thru	1673	4800	0.358 *	11	1684	4800	0.361 *	0	1684	4800	0.361 *	321	1994	4800	0.426 *	11	2005	4800	0.429 *	0	2005	4800	0.429 *
EB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	5	52	0	0.000	0	52	0	0.000	0	52	0	0.000
WB Left	13	1600	0.008 *	0	13	1600	0.008 *	0	13	1600	0.008 *	2	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.009 *
WB Thru	758	4800	0.179	19	777	4800	0.185	0	777	4800	0.185	156	914	4800	0.232	19	933	4800	0.238	0	933	4800	0.238
WB Right	100	0	0.000	12	112	0	0.000	0	112	0	0.000	99	199	0	0.000	12	211	0	0.000	0	211	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.621				0.621				0.689				0.707				0.707
LOS			B				B				B				B				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: "D" Street
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU15

"D" Street @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	20	0	0.013	0	20	0	0.013	0	20	0	0.013	3	23	0	0.014	0	23	0	0.014	0	23	0	0.014
NB Thru	22	1600	0.041 *	0	22	1600	0.041 *	0	22	1600	0.041 *	4	26	1600	0.048 *	0	26	1600	0.048 *	0	26	1600	0.048 *
NB Right	23	0	0.000	0	23	0	0.000	0	23	0	0.000	4	27	0	0.000	0	27	0	0.000	0	27	0	0.000
SB Left	66	0	0.041 *	6	72	0	0.045 *	0	72	0	0.045 *	104	170	0	0.106 *	6	176	0	0.110 *	0	176	0	0.110 *
SB Thru	35	1600	0.063	0	35	1600	0.067	0	35	1600	0.067	6	41	1600	0.132	0	41	1600	0.136	0	41	1600	0.136
SB Right	62	1600	0.039	6	68	1600	0.043	0	68	1600	0.043	14	76	1600	0.048	6	82	1600	0.051	0	82	1600	0.051
EB Left	85	1600	0.053 *	16	101	1600	0.063 *	0	101	1600	0.063 *	15	100	1600	0.063 *	16	116	1600	0.073 *	0	116	1600	0.073 *
EB Thru	681	4800	0.149	40	721	4800	0.158	0	721	4800	0.158	182	863	4800	0.188	40	903	4800	0.196	0	903	4800	0.196
EB Right	35	0	0.000	0	35	0	0.000	0	35	0	0.000	5	40	0	0.000	0	40	0	0.000	0	40	0	0.000
WB Left	16	1600	0.010	0	16	1600	0.010	0	16	1600	0.010	3	19	1600	0.012	0	19	1600	0.012	0	19	1600	0.012
WB Thru	1113	4800	0.264 *	37	1150	4800	0.275 *	0	1150	4800	0.275 *	307	1420	4800	0.334 *	37	1457	4800	0.345 *	0	1457	4800	0.345 *
WB Right	154	0	0.000	16	170	0	0.000	0	170	0	0.000	27	181	0	0.000	16	197	0	0.000	0	197	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.499				0.524				0.524				0.650				0.675				0.675
LOS			A				A				A				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

N-S St: "D" Street
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU15

"D" Street @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	29	0	0.018	0	29	0	0.018	0	29	0	0.018	5	34	0	0.021	0	34	0	0.021	0	34	0	0.021
NB Thru	32	1600	0.058 *	0	32	1600	0.058 *	0	32	1600	0.058 *	6	38	1600	0.068 *	0	38	1600	0.068 *	0	38	1600	0.068 *
NB Right	31	0	0.000	0	31	0	0.000	0	31	0	0.000	5	36	0	0.000	0	36	0	0.000	0	36	0	0.000
SB Left	126	0	0.079 *	21	147	0	0.092 *	0	147	0	0.092 *	23	149	0	0.093 *	21	170	0	0.106 *	0	170	0	0.106 *
SB Thru	38	1600	0.103	0	38	1600	0.116	0	38	1600	0.116	7	45	1600	0.121	0	45	1600	0.134	0	45	1600	0.134
SB Right	81	1600	0.051	21	102	1600	0.064	0	102	1600	0.064	14	95	1600	0.059	21	116	1600	0.073	0	116	1600	0.073
EB Left	160	1600	0.100	14	174	1600	0.109	0	174	1600	0.109	30	190	1600	0.119	14	204	1600	0.128	0	204	1600	0.128
EB Thru	1673	4800	0.358 *	48	1721	4800	0.368 *	0	1721	4800	0.368 *	415	2088	4800	0.446 *	48	2136	4800	0.456 *	0	2136	4800	0.456 *
EB Right	47	0	0.000	0	47	0	0.000	0	47	0	0.000	8	55	0	0.000	0	55	0	0.000	0	55	0	0.000
WB Left	13	1600	0.008 *	0	13	1600	0.008 *	0	13	1600	0.008 *	2	15	1600	0.009 *	0	15	1600	0.009 *	0	15	1600	0.009 *
WB Thru	758	4800	0.179	45	803	4800	0.191	0	803	4800	0.191	199	957	4800	0.242	45	1002	4800	0.254	0	1002	4800	0.254
WB Right	100	0	0.000	14	114	0	0.000	0	114	0	0.000	104	204	0	0.000	14	218	0	0.000	0	218	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.626				0.626				0.716				0.740				0.740
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	23	30	0	20	36	20	0	32	171	8
Future Vol, veh/h	0	6	23	30	0	20	36	20	0	32	171	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	26	34	0	23	41	23	0	36	194	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.8	9.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	26%	3%
Vol Thru, %	81%	39%	47%	88%
Vol Right, %	4%	51%	26%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	59	76	217
LT Vol	32	6	20	7
Through Vol	171	23	36	192
RT Vol	8	30	20	18
Lane Flow Rate	240	67	86	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.306	0.091	0.121	0.311
Departure Headway (Hd)	4.6	4.877	5.026	4.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	731	710	789
Service Time	2.641	2.934	3.08	2.585
HCM Lane V/C Ratio	0.308	0.092	0.121	0.313
HCM Control Delay	9.7	8.4	8.8	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.3	0.4	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	7	192	18
Future Vol, veh/h	0	7	192	18
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	218	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.6
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	28	35	31	0	12	21	6	0	36	331	27
Future Vol, veh/h	0	28	35	31	0	12	21	6	0	36	331	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	38	34	0	13	23	7	0	40	364	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.2	8.9	12.8
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	30%	31%	3%
Vol Thru, %	84%	37%	54%	86%
Vol Right, %	7%	33%	15%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	394	94	39	159
LT Vol	36	28	12	5
Through Vol	331	35	21	137
RT Vol	27	31	6	17
Lane Flow Rate	433	103	43	175
Geometry Grp	1	1	1	1
Degree of Util (X)	0.541	0.15	0.065	0.23
Departure Headway (Hd)	4.497	5.231	5.44	4.74
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	681	653	753
Service Time	2.541	3.303	3.522	2.797
HCM Lane V/C Ratio	0.541	0.151	0.066	0.232
HCM Control Delay	12.8	9.2	8.9	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.3	0.5	0.2	0.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	5	137	17
Future Vol, veh/h	0	5	137	17
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	151	19
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	23	30	0	20	36	20	0	32	171	8
Future Vol, veh/h	0	6	23	30	0	20	36	20	0	32	171	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	26	34	0	23	41	23	0	36	194	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.8	9.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	26%	3%
Vol Thru, %	81%	39%	47%	88%
Vol Right, %	4%	51%	26%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	59	76	217
LT Vol	32	6	20	7
Through Vol	171	23	36	192
RT Vol	8	30	20	18
Lane Flow Rate	240	67	86	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.306	0.091	0.121	0.311
Departure Headway (Hd)	4.6	4.877	5.026	4.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	731	710	789
Service Time	2.641	2.934	3.08	2.585
HCM Lane V/C Ratio	0.308	0.092	0.121	0.313
HCM Control Delay	9.7	8.4	8.8	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.3	0.4	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	7	192	18
Future Vol, veh/h	0	7	192	18
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	218	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.6
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	28	35	31	0	12	21	6	0	36	331	27
Future Vol, veh/h	0	28	35	31	0	12	21	6	0	36	331	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	38	34	0	13	23	7	0	40	364	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.2	8.9	12.8
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	30%	31%	3%
Vol Thru, %	84%	37%	54%	86%
Vol Right, %	7%	33%	15%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	394	94	39	159
LT Vol	36	28	12	5
Through Vol	331	35	21	137
RT Vol	27	31	6	17
Lane Flow Rate	433	103	43	175
Geometry Grp	1	1	1	1
Degree of Util (X)	0.541	0.15	0.065	0.23
Departure Headway (Hd)	4.497	5.231	5.44	4.74
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	681	653	753
Service Time	2.541	3.303	3.522	2.797
HCM Lane V/C Ratio	0.541	0.151	0.066	0.232
HCM Control Delay	12.8	9.2	8.9	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.3	0.5	0.2	0.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	5	137	17
Future Vol, veh/h	0	5	137	17
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	151	19
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	25	32	0	22	39	22	0	35	185	9
Future Vol, veh/h	0	6	25	32	0	22	39	22	0	35	185	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	28	36	0	25	44	25	0	40	210	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.6	9	10.1
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	27%	3%
Vol Thru, %	81%	40%	47%	89%
Vol Right, %	4%	51%	27%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	63	83	239
LT Vol	35	6	22	8
Through Vol	185	25	39	212
RT Vol	9	32	22	19
Lane Flow Rate	260	72	94	272
Geometry Grp	1	1	1	1
Degree of Util (X)	0.338	0.099	0.135	0.348
Departure Headway (Hd)	4.669	5.002	5.144	4.611
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	710	692	777
Service Time	2.72	3.076	3.214	2.663
HCM Lane V/C Ratio	0.339	0.101	0.136	0.35
HCM Control Delay	10.1	8.6	9	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.5	0.3	0.5	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	8	212	19
Future Vol, veh/h	0	8	212	19
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	241	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.1
HCM LOS	B

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	30	38	34	0	13	23	6	0	39	362	29
Future Vol, veh/h	0	30	38	34	0	13	23	6	0	39	362	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	42	37	0	14	25	7	0	43	398	32
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.5	9.1	14.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	29%	31%	3%
Vol Thru, %	84%	37%	55%	87%
Vol Right, %	7%	33%	14%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	430	102	42	172
LT Vol	39	30	13	5
Through Vol	362	38	23	149
RT Vol	29	34	6	18
Lane Flow Rate	473	112	46	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.598	0.167	0.072	0.254
Departure Headway (Hd)	4.559	5.366	5.601	4.835
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	789	661	632	737
Service Time	2.613	3.453	3.701	2.904
HCM Lane V/C Ratio	0.599	0.169	0.073	0.256
HCM Control Delay	14.2	9.5	9.1	9.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	4	0.6	0.2	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	5	149	18
Future Vol, veh/h	0	5	149	18
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	164	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.6
HCM LOS	A

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	25	32	0	22	39	22	0	35	185	9
Future Vol, veh/h	0	6	25	32	0	22	39	22	0	35	185	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	28	36	0	25	44	25	0	40	210	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.6	9	10.1
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	27%	3%
Vol Thru, %	81%	40%	47%	89%
Vol Right, %	4%	51%	27%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	63	83	239
LT Vol	35	6	22	8
Through Vol	185	25	39	212
RT Vol	9	32	22	19
Lane Flow Rate	260	72	94	272
Geometry Grp	1	1	1	1
Degree of Util (X)	0.338	0.099	0.135	0.348
Departure Headway (Hd)	4.669	5.002	5.144	4.611
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	710	692	777
Service Time	2.72	3.076	3.214	2.663
HCM Lane V/C Ratio	0.339	0.101	0.136	0.35
HCM Control Delay	10.1	8.6	9	10.1
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.5	0.3	0.5	1.6

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	8	212	19
Future Vol, veh/h	0	8	212	19
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	241	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.1
HCM LOS	B

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	30	38	34	0	13	23	6	0	39	362	29
Future Vol, veh/h	0	30	38	34	0	13	23	6	0	39	362	29
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	33	42	37	0	14	25	7	0	43	398	32
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.5	9.1	14.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	29%	31%	3%
Vol Thru, %	84%	37%	55%	87%
Vol Right, %	7%	33%	14%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	430	102	42	172
LT Vol	39	30	13	5
Through Vol	362	38	23	149
RT Vol	29	34	6	18
Lane Flow Rate	473	112	46	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.598	0.167	0.072	0.254
Departure Headway (Hd)	4.559	5.366	5.601	4.835
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	789	661	632	737
Service Time	2.613	3.453	3.701	2.904
HCM Lane V/C Ratio	0.599	0.169	0.073	0.256
HCM Control Delay	14.2	9.5	9.1	9.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	4	0.6	0.2	1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	5	149	18
Future Vol, veh/h	0	5	149	18
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	164	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.6
HCM LOS	A

Intersection	
Intersection Delay, s/veh	9.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	23	30	0	20	36	20	0	32	171	8
Future Vol, veh/h	0	6	23	30	0	20	36	20	0	32	171	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	26	34	0	23	41	23	0	36	194	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.4	8.8	9.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	26%	3%
Vol Thru, %	81%	39%	47%	88%
Vol Right, %	4%	51%	26%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	59	76	217
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RT Vol	8	30	20	18
Lane Flow Rate	240	67	86	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.306	0.091	0.121	0.311
Departure Headway (Hd)	4.6	4.877	5.026	4.544
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	731	710	789
Service Time	2.641	2.934	3.08	2.585
HCM Lane V/C Ratio	0.308	0.092	0.121	0.313
HCM Control Delay	9.7	8.4	8.8	9.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.3	0.4	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	7	192	18
Future Vol, veh/h	0	7	192	18
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	218	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.6
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.3
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	28	35	31	0	12	21	6	0	36	331	27
Future Vol, veh/h	0	28	35	31	0	12	21	6	0	36	331	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	38	34	0	13	23	7	0	40	364	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.2	8.9	12.8
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	30%	31%	3%
Vol Thru, %	84%	37%	54%	86%
Vol Right, %	7%	33%	15%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	394	94	39	159
LT Vol	36	28	12	5
Through Vol	331	35	21	137
RT Vol	27	31	6	17
Lane Flow Rate	433	103	43	175
Geometry Grp	1	1	1	1
Degree of Util (X)	0.541	0.15	0.065	0.23
Departure Headway (Hd)	4.497	5.231	5.44	4.74
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	801	681	653	753
Service Time	2.541	3.303	3.522	2.797
HCM Lane V/C Ratio	0.541	0.151	0.066	0.232
HCM Control Delay	12.8	9.2	8.9	9.2
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.3	0.5	0.2	0.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	5	137	17
Future Vol, veh/h	0	5	137	17
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	151	19
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.2
HCM LOS	A

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	26	52	0	25	40	22	0	36	189	9
Future Vol, veh/h	0	7	26	52	0	25	40	22	0	36	189	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	30	59	0	28	45	25	0	41	215	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.2	9.5	10.7
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	8%	29%	3%
Vol Thru, %	81%	31%	46%	91%
Vol Right, %	4%	61%	25%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	85	87	313
LT Vol	36	7	25	8
Through Vol	189	26	40	285
RT Vol	9	52	22	20
Lane Flow Rate	266	97	99	356
Geometry Grp	1	1	1	1
Degree of Util (X)	0.36	0.142	0.152	0.467
Departure Headway (Hd)	4.868	5.285	5.532	4.727
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	682	652	754
Service Time	2.962	3.289	3.536	2.815
HCM Lane V/C Ratio	0.365	0.142	0.152	0.472
HCM Control Delay	10.7	9.2	9.5	12
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.6	0.5	0.5	2.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	8	285	20
Future Vol, veh/h	0	8	285	20
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	324	23
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12
HCM LOS	B

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	31	39	35	0	13	23	7	0	56	435	36
Future Vol, veh/h	0	31	39	35	0	13	23	7	0	56	435	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	43	38	0	14	25	8	0	62	478	40
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.1	9.5	19.8
HCM LOS	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	30%	30%	3%
Vol Thru, %	83%	37%	53%	86%
Vol Right, %	7%	33%	16%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	527	105	43	178
LT Vol	56	31	13	6
Through Vol	435	39	23	153
RT Vol	36	35	7	19
Lane Flow Rate	579	115	47	196
Geometry Grp	1	1	1	1
Degree of Util (X)	0.74	0.184	0.079	0.277
Departure Headway (Hd)	4.602	5.747	6.005	5.093
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	776	627	599	710
Service Time	2.686	3.759	4.02	3.093
HCM Lane V/C Ratio	0.746	0.183	0.078	0.276
HCM Control Delay	19.8	10.1	9.5	10
HCM Lane LOS	C	B	A	A
HCM 95th-tile Q	6.7	0.7	0.3	1.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	6	153	19
Future Vol, veh/h	0	6	153	19
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	168	21
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10
HCM LOS	A

Intersection	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	26	52	0	25	40	22	0	36	189	9
Future Vol, veh/h	0	7	26	52	0	25	40	22	0	36	189	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	30	59	0	28	45	25	0	41	215	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.2	9.5	10.7
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	8%	29%	3%
Vol Thru, %	81%	31%	46%	91%
Vol Right, %	4%	61%	25%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	234	85	87	313
LT Vol	36	7	25	8
Through Vol	189	26	40	285
RT Vol	9	52	22	20
Lane Flow Rate	266	97	99	356
Geometry Grp	1	1	1	1
Degree of Util (X)	0.36	0.142	0.152	0.467
Departure Headway (Hd)	4.868	5.285	5.532	4.727
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	729	682	652	754
Service Time	2.962	3.289	3.536	2.815
HCM Lane V/C Ratio	0.365	0.142	0.152	0.472
HCM Control Delay	10.7	9.2	9.5	12
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.6	0.5	0.5	2.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	8	285	20
Future Vol, veh/h	0	8	285	20
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	324	23
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12
HCM LOS	B

Intersection	
Intersection Delay, s/veh	16
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	31	39	35	0	13	23	7	0	56	435	36
Future Vol, veh/h	0	31	39	35	0	13	23	7	0	56	435	36
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	43	38	0	14	25	8	0	62	478	40
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.1	9.5	19.8
HCM LOS	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	30%	30%	3%
Vol Thru, %	83%	37%	53%	86%
Vol Right, %	7%	33%	16%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	527	105	43	178
LT Vol	56	31	13	6
Through Vol	435	39	23	153
RT Vol	36	35	7	19
Lane Flow Rate	579	115	47	196
Geometry Grp	1	1	1	1
Degree of Util (X)	0.74	0.184	0.079	0.277
Departure Headway (Hd)	4.602	5.747	6.005	5.093
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	776	627	599	710
Service Time	2.686	3.759	4.02	3.093
HCM Lane V/C Ratio	0.746	0.183	0.078	0.276
HCM Control Delay	19.8	10.1	9.5	10
HCM Lane LOS	C	B	A	A
HCM 95th-tile Q	6.7	0.7	0.3	1.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	6	153	19
Future Vol, veh/h	0	6	153	19
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	168	21
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10
HCM LOS	A

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	6	23	30	0	20	36	20	0	32	174	8
Future Vol, veh/h	0	6	23	30	0	20	36	20	0	32	174	8
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	7	26	34	0	23	41	23	0	36	198	9
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	8.8	9.7
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	10%	26%	3%
Vol Thru, %	81%	39%	47%	89%
Vol Right, %	4%	51%	26%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	59	76	225
LT Vol	32	6	20	7
Through Vol	174	23	36	200
RT Vol	8	30	20	18
Lane Flow Rate	243	67	86	256
Geometry Grp	1	1	1	1
Degree of Util (X)	0.311	0.091	0.121	0.323
Departure Headway (Hd)	4.61	4.906	5.055	4.55
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	726	706	787
Service Time	2.652	2.965	3.111	2.591
HCM Lane V/C Ratio	0.312	0.092	0.122	0.325
HCM Control Delay	9.7	8.5	8.8	9.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.3	0.3	0.4	1.4

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	7	200	18
Future Vol, veh/h	0	7	200	18
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	8	227	20
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.8
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	28	35	31	0	12	21	6	0	36	342	27
Future Vol, veh/h	0	28	35	31	0	12	21	6	0	36	342	27
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	31	38	34	0	13	23	7	0	40	376	30
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.3	9	13.1
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	30%	31%	3%
Vol Thru, %	84%	37%	54%	87%
Vol Right, %	7%	33%	15%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	405	94	39	166
LT Vol	36	28	12	5
Through Vol	342	35	21	144
RT Vol	27	31	6	17
Lane Flow Rate	445	103	43	182
Geometry Grp	1	1	1	1
Degree of Util (X)	0.557	0.151	0.065	0.241
Departure Headway (Hd)	4.509	5.277	5.489	4.759
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	797	675	647	750
Service Time	2.554	3.351	3.572	2.816
HCM Lane V/C Ratio	0.558	0.153	0.066	0.243
HCM Control Delay	13.1	9.3	9	9.3
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	3.5	0.5	0.2	0.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	5	144	17
Future Vol, veh/h	0	5	144	17
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	158	19
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	9.3
HCM LOS	A

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	27	54	0	26	42	23	0	38	198	9
Future Vol, veh/h	0	7	27	54	0	26	42	23	0	38	198	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	31	61	0	30	48	26	0	43	225	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.3	9.7	11.2
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	8%	29%	2%
Vol Thru, %	81%	31%	46%	91%
Vol Right, %	4%	61%	25%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	88	91	325
LT Vol	38	7	26	8
Through Vol	198	27	42	296
RT Vol	9	54	23	21
Lane Flow Rate	278	100	103	369
Geometry Grp	1	1	1	1
Degree of Util (X)	0.388	0.149	0.161	0.49
Departure Headway (Hd)	5.02	5.373	5.618	4.876
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	721	669	640	742
Service Time	3.02	3.391	3.636	2.876
HCM Lane V/C Ratio	0.386	0.149	0.161	0.497
HCM Control Delay	11.2	9.3	9.7	12.5
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.8	0.5	0.6	2.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	8	296	21
Future Vol, veh/h	0	8	296	21
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	336	24
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.5
HCM LOS	B

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	33	41	36	0	14	25	7	0	58	454	38
Future Vol, veh/h	0	33	41	36	0	14	25	7	0	58	454	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	45	40	0	15	27	8	0	64	499	42
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.3	9.7	22.4
HCM LOS	B	A	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	30%	30%	3%
Vol Thru, %	83%	37%	54%	86%
Vol Right, %	7%	33%	15%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	550	110	46	187
LT Vol	58	33	14	6
Through Vol	454	41	25	161
RT Vol	38	36	7	20
Lane Flow Rate	604	121	51	205
Geometry Grp	1	1	1	1
Degree of Util (X)	0.78	0.197	0.086	0.295
Departure Headway (Hd)	4.648	5.863	6.134	5.161
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	768	614	586	699
Service Time	2.744	3.875	4.152	3.177
HCM Lane V/C Ratio	0.786	0.197	0.087	0.293
HCM Control Delay	22.4	10.3	9.7	10.3
HCM Lane LOS	C	B	A	B
HCM 95th-tile Q	7.8	0.7	0.3	1.2

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	6	161	20
Future Vol, veh/h	0	6	161	20
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	177	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.3
HCM LOS	B

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	7	27	54	0	26	42	23	0	38	201	9
Future Vol, veh/h	0	7	27	54	0	26	42	23	0	38	201	9
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	8	31	61	0	30	48	26	0	43	228	10
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	9.4	9.8	11.3
HCM LOS	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	15%	8%	29%	2%
Vol Thru, %	81%	31%	46%	91%
Vol Right, %	4%	61%	25%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	248	88	91	333
LT Vol	38	7	26	8
Through Vol	201	27	42	304
RT Vol	9	54	23	21
Lane Flow Rate	282	100	103	378
Geometry Grp	1	1	1	1
Degree of Util (X)	0.394	0.15	0.162	0.503
Departure Headway (Hd)	5.037	5.408	5.654	4.887
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	719	665	636	742
Service Time	3.037	3.427	3.672	2.887
HCM Lane V/C Ratio	0.392	0.15	0.162	0.509
HCM Control Delay	11.3	9.4	9.8	12.7
HCM Lane LOS	B	A	A	B
HCM 95th-tile Q	1.9	0.5	0.6	2.9

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	8	304	21
Future Vol, veh/h	0	8	304	21
Peak Hour Factor	0.88	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	9	345	24
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	12.7
HCM LOS	B

Intersection	
Intersection Delay, s/veh	19.4
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	33	41	36	0	14	25	7	0	58	465	38
Future Vol, veh/h	0	33	41	36	0	14	25	7	0	58	465	38
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	36	45	40	0	15	27	8	0	64	511	42
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	10.4	9.8	25.1
HCM LOS	B	A	D

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	30%	30%	3%
Vol Thru, %	83%	37%	54%	87%
Vol Right, %	7%	33%	15%	10%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	561	110	46	194
LT Vol	58	33	14	6
Through Vol	465	41	25	168
RT Vol	38	36	7	20
Lane Flow Rate	616	121	51	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.815	0.199	0.087	0.307
Departure Headway (Hd)	4.762	5.915	6.191	5.188
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	764	606	578	693
Service Time	2.762	3.958	4.241	3.22
HCM Lane V/C Ratio	0.806	0.2	0.088	0.307
HCM Control Delay	25.1	10.4	9.8	10.5
HCM Lane LOS	D	B	A	B
HCM 95th-tile Q	8.8	0.7	0.3	1.3

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	6	168	20
Future Vol, veh/h	0	6	168	20
Peak Hour Factor	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	7	185	22
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	10.5
HCM LOS	B

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INTERSECTION CAPACITY UTILIZATION

"E" Street-Fairplex Drive @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: "E" Street-Fairplex Drive
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU17

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	216	1600	0.135 *	7	223	1600	0.139 *	0	223	1600	0.139 *	26	242	1600	0.151 *	7	249	1600	0.156 *	0	249	1600	0.156 *
NB Thru	214	1600	0.134	0	214	1600	0.134	0	214	1600	0.134	18	232	1600	0.145	0	232	1600	0.145	0	232	1600	0.145
NB Right	55	1600	0.034	3	58	1600	0.036	0	58	1600	0.036	7	62	1600	0.039	3	65	1600	0.041	0	65	1600	0.041
SB Left	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	2	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015
SB Thru	233	1600	0.184 *	0	233	1600	0.184 *	0	233	1600	0.184 *	20	253	1600	0.201 *	0	253	1600	0.201 *	0	253	1600	0.201 *
SB Right	61	0	0.000	0	61	0	0.000	0	61	0	0.000	8	69	0	0.000	0	69	0	0.000	0	69	0	0.000
EB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	2	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
EB Thru	537	4800	0.161 *	22	559	4800	0.166 *	0	559	4800	0.166 *	63	600	4800	0.180 *	22	622	4800	0.185 *	0	622	4800	0.185 *
EB Right	238	0	0.000	2	240	0	0.000	0	240	0	0.000	26	264	0	0.000	2	266	0	0.000	0	266	0	0.000
WB Left	151	1600	0.094 *	1	152	1600	0.095 *	0	152	1600	0.095 *	18	169	1600	0.106 *	1	170	1600	0.106 *	0	170	1600	0.106 *
WB Thru	1037	4800	0.226	12	1049	4800	0.228	0	1049	4800	0.228	198	1235	4800	0.268	12	1247	4800	0.270	0	1247	4800	0.270
WB Right	46	0	0.000	0	46	0	0.000	0	46	0	0.000	4	50	0	0.000	0	50	0	0.000	0	50	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.675				0.685				0.685				0.738				0.748				0.748
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

"E" Street-Fairplex Drive @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: "E" Street-Fairplex Drive
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU17

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	221	1600	0.138 *	3	224	1600	0.140 *	0	224	1600	0.140 *	27	248	1600	0.155 *	3	251	1600	0.157 *	0	251	1600	0.157 *
NB Thru	281	1600	0.176	0	281	1600	0.176	0	281	1600	0.176	24	305	1600	0.191	0	305	1600	0.191	0	305	1600	0.191
NB Right	262	1600	0.164	2	264	1600	0.165	0	264	1600	0.165	30	292	1600	0.183	2	294	1600	0.184	0	294	1600	0.184
SB Left	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019	3	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
SB Thru	126	1600	0.105 *	0	126	1600	0.105 *	0	126	1600	0.105 *	11	137	1600	0.114 *	0	137	1600	0.114 *	0	137	1600	0.114 *
SB Right	42	0	0.000	0	42	0	0.000	0	42	0	0.000	3	45	0	0.000	0	45	0	0.000	0	45	0	0.000
EB Left	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028	7	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032
EB Thru	1505	4800	0.356 *	17	1522	4800	0.361 *	0	1522	4800	0.361 *	245	1750	4800	0.413 *	17	1767	4800	0.417 *	0	1767	4800	0.417 *
EB Right	203	0	0.000	6	209	0	0.000	0	209	0	0.000	27	230	0	0.000	6	236	0	0.000	0	236	0	0.000
WB Left	73	1600	0.046 *	3	76	1600	0.048 *	0	76	1600	0.048 *	8	81	1600	0.051 *	3	84	1600	0.053 *	0	84	1600	0.053 *
WB Thru	621	4800	0.136	23	644	4800	0.140	0	644	4800	0.140	74	695	4800	0.151	23	718	4800	0.156	0	718	4800	0.156
WB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	2	32	0	0.000	0	32	0	0.000	0	32	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.745				0.753				0.753				0.832				0.840				0.840
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
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INTERSECTION CAPACITY UTILIZATION

"E" Street-Fairplex Drive @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: "E" Street-Fairplex Drive
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU17

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	216	1600	0.135 *	14	230	1600	0.144 *	0	230	1600	0.144 *	32	248	1600	0.155 *	14	262	1600	0.164 *	0	262	1600	0.164 *
NB Thru	214	1600	0.134	0	214	1600	0.134	0	214	1600	0.134	23	237	1600	0.148	0	237	1600	0.148	0	237	1600	0.148
NB Right	55	1600	0.034	3	58	1600	0.036	0	58	1600	0.036	8	63	1600	0.039	3	66	1600	0.041	0	66	1600	0.041
SB Left	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	118	140	1600	0.088	0	140	1600	0.088	0	140	1600	0.088
SB Thru	233	1600	0.184 *	0	233	1600	0.184 *	0	233	1600	0.184 *	27	260	1600	0.206 *	0	260	1600	0.206 *	0	260	1600	0.206 *
SB Right	61	0	0.000	0	61	0	0.000	0	61	0	0.000	9	70	0	0.000	0	70	0	0.000	0	70	0	0.000
EB Left	20	1600	0.013	0	20	1600	0.013	0	20	1600	0.013	2	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
EB Thru	537	4800	0.161 *	24	561	4800	0.167 *	0	561	4800	0.167 *	216	753	4800	0.213 *	24	777	4800	0.219 *	0	777	4800	0.219 *
EB Right	238	0	0.000	4	242	0	0.000	0	242	0	0.000	33	271	0	0.000	4	275	0	0.000	0	275	0	0.000
WB Left	151	1600	0.094 *	1	152	1600	0.095 *	0	152	1600	0.095 *	23	174	1600	0.109 *	1	175	1600	0.109 *	0	175	1600	0.109 *
WB Thru	1037	4800	0.226	20	1057	4800	0.230	0	1057	4800	0.230	225	1262	4800	0.274	20	1282	4800	0.278	0	1282	4800	0.278
WB Right	46	0	0.000	0	46	0	0.000	0	46	0	0.000	5	51	0	0.000	0	51	0	0.000	0	51	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.675				0.690				0.690				0.783				0.799				0.799
LOS			B				B				B				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

"E" Street-Fairplex Drive @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: "E" Street-Fairplex Drive
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU17

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	221	1600	0.138 *	6	227	1600	0.142 *	0	227	1600	0.142 *	33	254	1600	0.159 *	6	260	1600	0.163 *	0	260	1600	0.163 *
NB Thru	281	1600	0.176	0	281	1600	0.176	0	281	1600	0.176	32	313	1600	0.196	0	313	1600	0.196	0	313	1600	0.196
NB Right	262	1600	0.164	2	264	1600	0.165	0	264	1600	0.165	37	299	1600	0.187	2	301	1600	0.188	0	301	1600	0.188
SB Left	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019	4	35	1600	0.022	0	35	1600	0.022	0	35	1600	0.022
SB Thru	126	1600	0.105 *	0	126	1600	0.105 *	0	126	1600	0.105 *	15	141	1600	0.118 *	0	141	1600	0.118 *	0	141	1600	0.118 *
SB Right	42	0	0.000	0	42	0	0.000	0	42	0	0.000	5	47	0	0.000	0	47	0	0.000	0	47	0	0.000
EB Left	44	1600	0.028	0	44	1600	0.028	0	44	1600	0.028	7	51	1600	0.032	0	51	1600	0.032	0	51	1600	0.032
EB Thru	1505	4800	0.356 *	24	1529	4800	0.364 *	0	1529	4800	0.364 *	290	1795	4800	0.423 *	24	1819	4800	0.431 *	0	1819	4800	0.431 *
EB Right	203	0	0.000	13	216	0	0.000	0	216	0	0.000	33	236	0	0.000	13	249	0	0.000	0	249	0	0.000
WB Left	73	1600	0.046 *	3	76	1600	0.048 *	0	76	1600	0.048 *	10	83	1600	0.052 *	3	86	1600	0.054 *	0	86	1600	0.054 *
WB Thru	621	4800	0.136	25	646	4800	0.141	0	646	4800	0.141	220	841	4800	0.204	25	866	4800	0.210	0	866	4800	0.210
WB Right	30	0	0.000	0	30	0	0.000	0	30	0	0.000	110	140	0	0.000	0	140	0	0.000	0	140	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.745				0.758				0.758				0.851				0.865				0.865
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

"E" Street-Fairplex Drive @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: "E" Street-Fairplex Drive
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU17

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	216	1600	0.135 *	0	216	1600	0.135 *	0	216	1600	0.135 *	44	260	1600	0.163 *	0	260	1600	0.163 *	0	260	1600	0.163 *
NB Thru	214	1600	0.134	8	222	1600	0.139	0	222	1600	0.139	35	249	1600	0.156	8	257	1600	0.161	0	257	1600	0.161
NB Right	55	1600	0.034	4	59	1600	0.037	0	59	1600	0.037	11	66	1600	0.041	4	70	1600	0.044	0	70	1600	0.044
SB Left	22	1600	0.014	3	25	1600	0.016	0	25	1600	0.016	119	141	1600	0.088	3	144	1600	0.090	0	144	1600	0.090
SB Thru	233	1600	0.184 *	3	236	1600	0.189 *	0	236	1600	0.189 *	40	273	1600	0.217 *	3	276	1600	0.223 *	0	276	1600	0.173 *
SB Right	61	0	0.000	6	67	0	0.000	0	67	0	0.000	13	74	0	0.000	6	80	0	0.000	0	80	1600	0.050
EB Left	20	1600	0.013	16	36	1600	0.023	0	36	1600	0.023	3	23	1600	0.014	16	39	1600	0.024	0	39	1600	0.024
EB Thru	537	4800	0.161 *	24	561	4800	0.166 *	0	561	4800	0.166 *	247	784	4800	0.223 *	24	808	4800	0.228 *	0	808	4800	0.228 *
EB Right	238	0	0.000	0	238	0	0.000	0	238	0	0.000	46	284	0	0.000	0	284	0	0.000	0	284	0	0.000
WB Left	151	1600	0.094 *	5	156	1600	0.098 *	0	156	1600	0.098 *	31	182	1600	0.114 *	5	187	1600	0.117 *	0	187	1600	0.117 *
WB Thru	1037	4800	0.226	31	1068	4800	0.234	0	1068	4800	0.234	284	1321	4800	0.286	31	1352	4800	0.295	0	1352	4800	0.295
WB Right	46	0	0.000	8	54	0	0.000	0	54	0	0.000	8	54	0	0.000	8	62	0	0.000	0	62	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.675				0.688				0.688				0.816				0.829				0.779
LOS			B				B				B				D				D				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

"E" Street-Fairplex Drive @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: "E" Street-Fairplex Drive
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU17

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	221	1600	0.138 *	0	221	1600	0.138 *	0	221	1600	0.138 *	45	266	1600	0.166 *	0	266	1600	0.166 *	0	266	1600	0.166 *
NB Thru	281	1600	0.176	7	288	1600	0.180	0	288	1600	0.180	47	328	1600	0.205	7	335	1600	0.209	0	335	1600	0.209
NB Right	262	1600	0.164	6	268	1600	0.168	0	268	1600	0.168	52	314	1600	0.196	6	320	1600	0.200	0	320	1600	0.200
SB Left	31	1600	0.019	11	42	1600	0.026	0	42	1600	0.026	5	36	1600	0.023	11	47	1600	0.029	0	47	1600	0.029
SB Thru	126	1600	0.105 *	11	137	1600	0.125 *	0	137	1600	0.125 *	22	148	1600	0.123 *	11	159	1600	0.143 *	0	159	1600	0.099 *
SB Right	42	0	0.000	21	63	0	0.000	0	63	0	0.000	7	49	0	0.000	21	70	0	0.000	0	70	1600	0.044
EB Left	44	1600	0.028	14	58	1600	0.036	0	58	1600	0.036	10	54	1600	0.034	14	68	1600	0.043	0	68	1600	0.043
EB Thru	1505	4800	0.356 *	34	1539	4800	0.363 *	0	1539	4800	0.363 *	374	1879	4800	0.443 *	34	1913	4800	0.450 *	0	1913	4800	0.450 *
EB Right	203	0	0.000	0	203	0	0.000	0	203	0	0.000	44	247	0	0.000	0	247	0	0.000	0	247	0	0.000
WB Left	73	1600	0.046 *	4	77	1600	0.048 *	0	77	1600	0.048 *	15	88	1600	0.055 *	4	92	1600	0.058 *	0	92	1600	0.058 *
WB Thru	621	4800	0.136	24	645	4800	0.142	0	645	4800	0.142	255	876	4800	0.212	24	900	4800	0.219	0	900	4800	0.219
WB Right	30	0	0.000	7	37	0	0.000	0	37	0	0.000	112	142	0	0.000	7	149	0	0.000	0	149	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.745				0.774				0.774				0.887				0.917				0.873
LOS			C				C				C				D				E				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

White Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: White Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU18

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	253	1600	0.158 *	3	256	1600	0.160 *	0	256	1600	0.160 *	33	286	1600	0.179 *	3	289	1600	0.181 *	0	289	1600	0.181 *
NB Thru	582	3200	0.219	0	582	3200	0.219	0	582	3200	0.219	48	630	3200	0.237	0	630	3200	0.237	0	630	3200	0.237
NB Right	119	0	0.000	0	119	0	0.000	0	119	0	0.000	10	129	0	0.000	0	129	0	0.000	0	129	0	0.000
SB Left	123	1600	0.077	0	123	1600	0.077	0	123	1600	0.077	10	133	1600	0.083	0	133	1600	0.083	0	133	1600	0.083
SB Thru	650	3200	0.233 *	0	650	3200	0.233 *	0	650	3200	0.233 *	55	705	3200	0.266 *	0	705	3200	0.267 *	0	705	3200	0.267 *
SB Right	96	0	0.000	1	97	0	0.000	0	97	0	0.000	51	147	0	0.000	1	148	0	0.000	0	148	0	0.000
EB Left	52	1600	0.033 *	3	55	1600	0.034 *	0	55	1600	0.034 *	10	62	1600	0.039 *	3	65	1600	0.041 *	0	65	1600	0.041 *
EB Thru	361	4800	0.122	18	379	4800	0.127	0	379	4800	0.127	44	405	4800	0.136	18	423	4800	0.140	0	423	4800	0.140
EB Right	226	0	0.000	3	229	0	0.000	0	229	0	0.000	21	247	0	0.000	3	250	0	0.000	0	250	0	0.000
WB Left	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	13	172	1600	0.108	0	172	1600	0.108	0	172	1600	0.108
WB Thru	849	4800	0.212 *	9	858	4800	0.214 *	0	858	4800	0.214 *	132	981	4800	0.243 *	9	990	4800	0.245 *	0	990	4800	0.245 *
WB Right	170	0	0.000	0	170	0	0.000	0	170	0	0.000	14	184	0	0.000	0	184	0	0.000	0	184	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.736				0.742				0.742				0.826				0.832				0.832
LOS			C				C				C				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

White Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: White Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU18

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2021 FUTURE PRE-PROJECT				2021 FUTURE WITH PROJECT				2021 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	165	1600	0.103	4	169	1600	0.106	0	169	1600	0.106	16	181	1600	0.113	4	185	1600	0.116	0	185	1600	0.116
NB Thru	561	3200	0.219 *	0	561	3200	0.219 *	0	561	3200	0.219 *	47	608	3200	0.238 *	0	608	3200	0.238 *	0	608	3200	0.238 *
NB Right	140	0	0.000	0	140	0	0.000	0	140	0	0.000	12	152	0	0.000	0	152	0	0.000	0	152	0	0.000
SB Left	166	1600	0.104 *	0	166	1600	0.104 *	0	166	1600	0.104 *	14	180	1600	0.113 *	0	180	1600	0.113 *	0	180	1600	0.113 *
SB Thru	461	3200	0.167	0	461	3200	0.168	0	461	3200	0.168	39	500	3200	0.183	0	500	3200	0.183	0	500	3200	0.183
SB Right	72	0	0.000	3	75	0	0.000	0	75	0	0.000	12	84	0	0.000	3	87	0	0.000	0	87	0	0.000
EB Left	230	1600	0.144	2	232	1600	0.145	0	232	1600	0.145	65	295	1600	0.184	2	297	1600	0.186	0	297	1600	0.186
EB Thru	1284	4800	0.325 *	13	1297	4800	0.328 *	0	1297	4800	0.328 *	176	1460	4800	0.369 *	13	1473	4800	0.372 *	0	1473	4800	0.372 *
EB Right	274	0	0.000	3	277	0	0.000	0	277	0	0.000	36	310	0	0.000	3	313	0	0.000	0	313	0	0.000
WB Left	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *	12	161	1600	0.101 *	0	161	1600	0.101 *	0	161	1600	0.101 *
WB Thru	423	4800	0.124	18	441	4800	0.128	0	441	4800	0.128	52	475	4800	0.138	18	493	4800	0.141	0	493	4800	0.141
WB Right	172	0	0.000	0	172	0	0.000	0	172	0	0.000	14	186	0	0.000	0	186	0	0.000	0	186	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.841				0.844				0.844				0.919				0.923				0.923
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

White Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: White Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU18

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	253	1600	0.158 *	5	258	1600	0.161 *	0	258	1600	0.161 *	76	329	1600	0.206 *	5	334	1600	0.209 *	0	334	1600	0.209 *
NB Thru	582	3200	0.219	0	582	3200	0.219	0	582	3200	0.219	66	648	3200	0.244	0	648	3200	0.244	0	648	3200	0.244
NB Right	119	0	0.000	0	119	0	0.000	0	119	0	0.000	13	132	0	0.000	0	132	0	0.000	0	132	0	0.000
SB Left	123	1600	0.077	0	123	1600	0.077	0	123	1600	0.077	14	137	1600	0.086	0	137	1600	0.086	0	137	1600	0.086
SB Thru	650	3200	0.233 *	0	650	3200	0.233 *	0	650	3200	0.233 *	75	725	3200	0.299 *	0	725	3200	0.299 *	0	725	3200	0.299 *
SB Right	96	0	0.000	1	97	0	0.000	0	97	0	0.000	136	232	0	0.000	1	233	0	0.000	0	233	0	0.000
EB Left	52	1600	0.033 *	3	55	1600	0.034 *	0	55	1600	0.034 *	11	63	1600	0.039 *	3	66	1600	0.041 *	0	66	1600	0.041 *
EB Thru	361	4800	0.122	19	380	4800	0.127	0	380	4800	0.127	54	415	4800	0.139	19	434	4800	0.144	0	434	4800	0.144
EB Right	226	0	0.000	4	230	0	0.000	0	230	0	0.000	27	253	0	0.000	4	257	0	0.000	0	257	0	0.000
WB Left	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	18	177	1600	0.111	0	177	1600	0.111	0	177	1600	0.111
WB Thru	849	4800	0.212 *	16	865	4800	0.216 *	0	865	4800	0.216 *	256	1105	4800	0.270 *	16	1121	4800	0.273 *	0	1121	4800	0.273 *
WB Right	170	0	0.000	0	170	0	0.000	0	170	0	0.000	21	191	0	0.000	0	191	0	0.000	0	191	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.736				0.745				0.745				0.914				0.923				0.923
LOS			C				C				C				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

White Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: White Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU18

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2028 FUTURE PRE-PROJECT				2028 FUTURE WITH PROJECT				2028 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	165	1600	0.103	5	170	1600	0.106	0	170	1600	0.106	20	185	1600	0.116	5	190	1600	0.119	0	190	1600	0.119
NB Thru	561	3200	0.219 *	0	561	3200	0.219 *	0	561	3200	0.219 *	62	623	3200	0.243 *	0	623	3200	0.243 *	0	623	3200	0.243 *
NB Right	140	0	0.000	0	140	0	0.000	0	140	0	0.000	15	155	0	0.000	0	155	0	0.000	0	155	0	0.000
SB Left	166	1600	0.104 *	0	166	1600	0.104 *	0	166	1600	0.104 *	18	184	1600	0.115 *	0	184	1600	0.115 *	0	184	1600	0.115 *
SB Thru	461	3200	0.167	0	461	3200	0.168	0	461	3200	0.168	52	513	3200	0.187	0	513	3200	0.188	0	513	3200	0.188
SB Right	72	0	0.000	3	75	0	0.000	0	75	0	0.000	14	86	0	0.000	3	89	0	0.000	0	89	0	0.000
EB Left	230	1600	0.144	2	232	1600	0.145	0	232	1600	0.145	120	350	1600	0.219	2	352	1600	0.220	0	352	1600	0.220
EB Thru	1284	4800	0.325 *	19	1303	4800	0.330 *	0	1303	4800	0.330 *	309	1593	4800	0.409 *	19	1612	4800	0.414 *	0	1612	4800	0.414 *
EB Right	274	0	0.000	5	279	0	0.000	0	279	0	0.000	95	369	0	0.000	5	374	0	0.000	0	374	0	0.000
WB Left	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *	16	165	1600	0.103 *	0	165	1600	0.103 *	0	165	1600	0.103 *
WB Thru	423	4800	0.124	21	444	4800	0.128	0	444	4800	0.128	63	486	4800	0.141	21	507	4800	0.145	0	507	4800	0.145
WB Right	172	0	0.000	0	172	0	0.000	0	172	0	0.000	19	191	0	0.000	0	191	0	0.000	0	191	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.841				0.846				0.846				0.970				0.975				0.975
LOS			D				D				D				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

White Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: White Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU18

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	253	1600	0.158 *	7	260	1600	0.163 *	0	260	1600	0.163 *	91	344	1600	0.215 *	7	351	1600	0.219 *	0	351	1600	0.219 *
NB Thru	582	3200	0.219	0	582	3200	0.219	0	582	3200	0.219	98	680	3200	0.256	0	680	3200	0.256	0	680	3200	0.256
NB Right	119	0	0.000	0	119	0	0.000	0	119	0	0.000	19	138	0	0.000	0	138	0	0.000	0	138	0	0.000
SB Left	123	1600	0.077	0	123	1600	0.077	0	123	1600	0.077	21	144	1600	0.090	0	144	1600	0.090	0	144	1600	0.090
SB Thru	650	3200	0.233 *	0	650	3200	0.237 *	0	650	3200	0.237 *	111	761	3200	0.312 *	0	761	3200	0.316 *	0	761	3200	0.316 *
SB Right	96	0	0.000	11	107	0	0.000	0	107	0	0.000	142	238	0	0.000	11	249	0	0.000	0	249	0	0.000
EB Left	52	1600	0.033 *	5	57	1600	0.036 *	0	57	1600	0.036 *	14	66	1600	0.041 *	5	71	1600	0.044 *	0	71	1600	0.044 *
EB Thru	361	4800	0.122	19	380	4800	0.127	0	380	4800	0.127	74	435	4800	0.146	19	454	4800	0.151	0	454	4800	0.151
EB Right	226	0	0.000	5	231	0	0.000	0	231	0	0.000	40	266	0	0.000	5	271	0	0.000	0	271	0	0.000
WB Left	159	1600	0.099	0	159	1600	0.099	0	159	1600	0.099	27	186	1600	0.116	0	186	1600	0.116	0	186	1600	0.116
WB Thru	849	4800	0.212 *	26	875	4800	0.218 *	0	875	4800	0.218 *	303	1152	4800	0.282 *	26	1178	4800	0.287 *	0	1178	4800	0.287 *
WB Right	170	0	0.000	0	170	0	0.000	0	170	0	0.000	30	200	0	0.000	0	200	0	0.000	0	200	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.736				0.752				0.752				0.950				0.966				0.966
LOS			C				C				C				E				E				E

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

White Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: White Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU18

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2016 EXISTING WITH PROJECT				2016 EXISTING W/ PROJECT + MITIGATION				2035 FUTURE PRE-PROJECT				2035 FUTURE WITH PROJECT				2035 FUTURE W/ PROJECT + MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	165	1600	0.103	5	170	1600	0.106	0	170	1600	0.106	29	194	1600	0.121	5	199	1600	0.124	0	199	1600	0.124
NB Thru	561	3200	0.219 *	0	561	3200	0.219 *	0	561	3200	0.219 *	94	655	3200	0.256 *	0	655	3200	0.256 *	0	655	3200	0.256 *
NB Right	140	0	0.000	0	140	0	0.000	0	140	0	0.000	23	163	0	0.000	0	163	0	0.000	0	163	0	0.000
SB Left	166	1600	0.104 *	0	166	1600	0.104 *	0	166	1600	0.104 *	28	194	1600	0.121 *	0	194	1600	0.121 *	0	194	1600	0.121 *
SB Thru	461	3200	0.167	0	461	3200	0.169	0	461	3200	0.169	77	538	3200	0.196	0	538	3200	0.198	0	538	3200	0.198
SB Right	72	0	0.000	7	79	0	0.000	0	79	0	0.000	18	90	0	0.000	7	97	0	0.000	0	97	0	0.000
EB Left	230	1600	0.144	13	243	1600	0.152	0	243	1600	0.152	133	363	1600	0.227	13	376	1600	0.235	0	376	1600	0.235
EB Thru	1284	4800	0.325 *	30	1314	4800	0.333 *	0	1314	4800	0.333 *	381	1665	4800	0.427 *	30	1695	4800	0.435 *	0	1695	4800	0.435 *
EB Right	274	0	0.000	8	282	0	0.000	0	282	0	0.000	110	384	0	0.000	8	392	0	0.000	0	392	0	0.000
WB Left	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *	25	174	1600	0.109 *	0	174	1600	0.109 *	0	174	1600	0.109 *
WB Thru	423	4800	0.124	23	446	4800	0.129	0	446	4800	0.129	87	510	4800	0.148	23	533	4800	0.153	0	533	4800	0.153
WB Right	172	0	0.000	0	172	0	0.000	0	172	0	0.000	29	201	0	0.000	0	201	0	0.000	0	201	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.841				0.848				0.848				1.013				1.020				1.020
LOS			D				D				D				F				F				F

** Key conflicting movement as a part of ICU*
1 Counts conducted by: City Traffic Counters
2 Capacity expressed in veh/hour of green

APPENDIX C-2

CITY OF SAN DIMAS ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2021 WITH AMBIENT GROWTH				2021 WITH PROJECT SITE TRAFFIC				2021 WITH PROJECT MITIGATION				2021 WITH RELATED PROJECTS				2021 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056	7	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060	0	96	1600	0.060
NB Thru	180	1600	0.113	15	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122	1	196	1600	0.123	0	196	1600	0.123
NB Right	181	1600	0.113 *	15	196	1600	0.123 *	0	196	1600	0.123 *	0	196	1600	0.123 *	0	196	1600	0.123	0	196	1600	0.123
SB Left	94	1600	0.059 *	8	102	1600	0.064 *	1	103	1600	0.064 *	0	103	1600	0.064 *	7	110	1600	0.069	0	110	1600	0.069
SB Thru	137	3200	0.067	11	148	3200	0.072	0	148	3200	0.072	0	148	3200	0.072	0	148	3200	0.073	0	148	3200	0.073
SB Right	77	0	0.000	6	83	0	0.000	0	83	0	0.000	0	83	0	0.000	2	85	0	0.000	0	85	0	0.000
EB Left	71	1600	0.044 *	6	77	1600	0.048 *	0	77	1600	0.048 *	0	77	1600	0.048 *	1	78	1600	0.049 *	0	78	1600	0.049 *
EB Thru	617	4800	0.140	51	668	4800	0.151	13	681	4800	0.154	0	681	4800	0.154	89	770	4800	0.172	0	770	4800	0.172
EB Right	53	0	0.000	4	57	0	0.000	0	57	0	0.000	0	57	0	0.000	0	57	0	0.000	0	57	0	0.000
WB Left	160	1600	0.100	13	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108	0	173	1600	0.108
WB Thru	948	4800	0.209 *	78	1026	4800	0.226 *	19	1045	4800	0.230 *	0	1045	4800	0.230 *	20	1065	4800	0.235 *	0	1065	4800	0.235 *
WB Right	55	0	0.000	5	60	0	0.000	1	61	0	0.000	0	61	0	0.000	2	63	0	0.000	0	63	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.525				0.561				0.565				0.565				0.575				0.575
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2021 WITH AMBIENT GROWTH				2021 WITH PROJECT SITE TRAFFIC				2021 WITH PROJECT MITIGATION				2021 WITH RELATED PROJECTS				2021 WITH REGIONAL MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
NB Left	111	1600	0.069	9	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075	0	120	1600	0.075
NB Thru	186	1600	0.116 *	15	201	1600	0.126 *	0	201	1600	0.126 *	0	201	1600	0.126 *	1	202	1600	0.126 *	0	202	1600	0.126 *
NB Right	171	1600	0.107	14	185	1600	0.116	0	185	1600	0.116	0	185	1600	0.116	0	185	1600	0.116	0	185	1600	0.116
SB Left	117	1600	0.073 *	10	127	1600	0.079 *	1	128	1600	0.080 *	0	128	1600	0.080 *	3	131	1600	0.082 *	0	131	1600	0.082 *
SB Thru	221	3200	0.093	18	239	3200	0.101	0	239	3200	0.101	0	239	3200	0.101	1	240	3200	0.101	0	240	3200	0.101
SB Right	77	0	0.000	6	83	0	0.000	0	83	0	0.000	0	83	0	0.000	1	84	0	0.000	0	84	0	0.000
EB Left	215	1600	0.134	18	233	1600	0.146	0	233	1600	0.146	0	233	1600	0.146	3	236	1600	0.148	0	236	1600	0.148
EB Thru	1631	4800	0.369 *	135	1766	4800	0.399 *	20	1786	4800	0.403 *	0	1786	4800	0.403 *	24	1810	4800	0.408 *	0	1810	4800	0.408 *
EB Right	139	0	0.000	11	150	0	0.000	0	150	0	0.000	0	150	0	0.000	0	150	0	0.000	0	150	0	0.000
WB Left	169	1600	0.106 *	14	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *	0	183	1600	0.114 *
WB Thru	817	4800	0.183	67	884	4800	0.198	16	900	4800	0.202	0	900	4800	0.202	98	998	4800	0.224	0	998	4800	0.224
WB Right	62	0	0.000	5	67	0	0.000	2	69	0	0.000	0	69	0	0.000	7	76	0	0.000	0	76	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.764				0.819				0.823				0.823				0.831				0.831
LOS			C				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2028 WITH AMBIENT GROWTH				2028 WITH PROJECT SITE TRAFFIC				2028 WITH PROJECT MITIGATION				2028 WITH RELATED PROJECTS				2028 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056	10	99	1600	0.062	0	99	1600	0.062	0	99	1600	0.062	-3	96	1600	0.060	0	96	1600	0.060
NB Thru	180	1600	0.113	21	201	1600	0.126	0	201	1600	0.126	0	201	1600	0.126	-4	197	1600	0.123	0	197	1600	0.123
NB Right	181	1600	0.113 *	21	202	1600	0.126 *	0	202	1600	0.126 *	0	202	1600	0.126 *	26	228	1600	0.143 *	0	228	1600	0.143 *
SB Left	94	1600	0.059 *	11	105	1600	0.066 *	1	106	1600	0.066 *	0	106	1600	0.066 *	81	187	1600	0.117 *	0	187	1600	0.117 *
SB Thru	137	3200	0.067	16	153	3200	0.075	0	153	3200	0.075	0	153	3200	0.075	-3	150	3200	0.074	0	150	3200	0.074
SB Right	77	0	0.000	9	86	0	0.000	0	86	0	0.000	0	86	0	0.000	0	86	0	0.000	0	86	0	0.000
EB Left	71	1600	0.044 *	8	79	1600	0.049 *	0	79	1600	0.049 *	0	79	1600	0.049 *	-1	78	1600	0.049	0	78	1600	0.049
EB Thru	617	4800	0.140	72	689	4800	0.156	23	712	4800	0.161	0	712	4800	0.161	181	893	4800	0.198 *	0	893	4800	0.198 *
EB Right	53	0	0.000	6	59	0	0.000	0	59	0	0.000	0	59	0	0.000	-2	57	0	0.000	0	57	0	0.000
WB Left	160	1600	0.100	19	179	1600	0.112	0	179	1600	0.112	0	179	1600	0.112	-4	175	1600	0.109 *	0	175	1600	0.109 *
WB Thru	948	4800	0.209 *	110	1058	4800	0.233 *	21	1079	4800	0.238 *	0	1079	4800	0.238 *	-8	1071	4800	0.236	0	1071	4800	0.236
WB Right	55	0	0.000	6	61	0	0.000	1	62	0	0.000	0	62	0	0.000	1	63	0	0.000	0	63	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.525				0.574				0.580				0.580				0.667				0.667
LOS			A				A				A				A				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2028 WITH AMBIENT GROWTH				2028 WITH PROJECT SITE TRAFFIC				2028 WITH PROJECT MITIGATION				2028 WITH RELATED PROJECTS				2028 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	111	1600	0.069	13	124	1600	0.078	0	124	1600	0.078	0	124	1600	0.078	-4	120	1600	0.075	0	120	1600	0.075
NB Thru	186	1600	0.116 *	22	208	1600	0.130 *	0	208	1600	0.130 *	0	208	1600	0.130 *	-5	203	1600	0.127 *	0	203	1600	0.127 *
NB Right	171	1600	0.107	20	191	1600	0.119	0	191	1600	0.119	0	191	1600	0.119	-4	187	1600	0.117	0	187	1600	0.117
SB Left	117	1600	0.073 *	14	131	1600	0.082 *	2	133	1600	0.083 *	0	133	1600	0.083 *	1	134	1600	0.084 *	0	134	1600	0.084 *
SB Thru	221	3200	0.093	26	247	3200	0.104	0	247	3200	0.104	0	247	3200	0.104	-4	243	3200	0.103	0	243	3200	0.103
SB Right	77	0	0.000	9	86	0	0.000	0	86	0	0.000	0	86	0	0.000	-1	85	0	0.000	0	85	0	0.000
EB Left	215	1600	0.134	25	240	1600	0.150	0	240	1600	0.150	0	240	1600	0.150	-2	238	1600	0.149	0	238	1600	0.149
EB Thru	1631	4800	0.369 *	189	1820	4800	0.411 *	24	1844	4800	0.416 *	0	1844	4800	0.416 *	1	1845	4800	0.416 *	0	1845	4800	0.416 *
EB Right	139	0	0.000	16	155	0	0.000	0	155	0	0.000	0	155	0	0.000	-3	152	0	0.000	0	152	0	0.000
WB Left	169	1600	0.106 *	20	189	1600	0.118 *	0	189	1600	0.118 *	0	189	1600	0.118 *	20	209	1600	0.131 *	0	209	1600	0.131 *
WB Thru	817	4800	0.183	95	912	4800	0.204	26	938	4800	0.210	0	938	4800	0.210	185	1123	4800	0.253	0	1123	4800	0.253
WB Right	62	0	0.000	7	69	0	0.000	2	71	0	0.000	0	71	0	0.000	20	91	0	0.000	0	91	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.764				0.841				0.848				0.848				0.857				0.857
LOS			C				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2035 WITH AMBIENT GROWTH				2035 WITH PROJECT SITE TRAFFIC				2035 WITH PROJECT MITIGATION				2035 WITH RELATED PROJECTS				2035 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	89	1600	0.056	15	104	1600	0.065	0	104	1600	0.065	0	104	1600	0.065	-3	101	1600	0.063	0	101	1600	0.063
NB Thru	180	1600	0.113	31	211	1600	0.132	0	211	1600	0.132	0	211	1600	0.132	-4	207	1600	0.129	0	207	1600	0.129
NB Right	181	1600	0.113 *	31	212	1600	0.133 *	0	212	1600	0.133 *	0	212	1600	0.133 *	26	238	1600	0.149 *	0	238	1600	0.149 *
SB Left	94	1600	0.059 *	16	110	1600	0.069 *	4	114	1600	0.071 *	0	114	1600	0.071 *	81	195	1600	0.122 *	0	195	1600	0.122 *
SB Thru	137	3200	0.067	24	161	3200	0.078	0	161	3200	0.078	0	161	3200	0.078	-3	158	3200	0.078	0	158	3200	0.078
SB Right	77	0	0.000	13	90	0	0.000	0	90	0	0.000	0	90	0	0.000	0	90	0	0.000	0	90	0	0.000
EB Left	71	1600	0.044 *	12	83	1600	0.052 *	0	83	1600	0.052 *	0	83	1600	0.052 *	-1	82	1600	0.051	0	82	1600	0.051
EB Thru	617	4800	0.140	106	723	4800	0.164	46	769	4800	0.173	0	769	4800	0.173	181	950	4800	0.210 *	0	950	4800	0.210 *
EB Right	53	0	0.000	9	62	0	0.000	0	62	0	0.000	0	62	0	0.000	-2	60	0	0.000	0	60	0	0.000
WB Left	160	1600	0.100	28	188	1600	0.118	0	188	1600	0.118	0	188	1600	0.118	-4	184	1600	0.115 *	0	184	1600	0.115 *
WB Thru	948	4800	0.209 *	163	1111	4800	0.245 *	26	1137	4800	0.251 *	0	1137	4800	0.251 *	-8	1129	4800	0.249	0	1129	4800	0.249
WB Right	55	0	0.000	9	64	0	0.000	2	66	0	0.000	0	66	0	0.000	1	67	0	0.000	0	67	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.525				0.598				0.606				0.606				0.696				0.696
LOS			A				A				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Avenue @ Arrow Highway
Peak hr: PM
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Full Buildout (Phase I, II & III)

N-S St: San Dimas Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU1

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2035 WITH AMBIENT GROWTH				2035 WITH PROJECT SITE TRAFFIC				2035 WITH PROJECT MITIGATION				2035 WITH RELATED PROJECTS				2035 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	111	1600	0.069	19	130	1600	0.081	0	130	1600	0.081	0	130	1600	0.081	-4	126	1600	0.079	0	126	1600	0.079
NB Thru	186	1600	0.116 *	32	218	1600	0.136 *	0	218	1600	0.136 *	0	218	1600	0.136 *	-5	213	1600	0.133 *	0	213	1600	0.133 *
NB Right	171	1600	0.107	29	200	1600	0.125	0	200	1600	0.125	0	200	1600	0.125	-4	196	1600	0.123	0	196	1600	0.123
SB Left	117	1600	0.073 *	20	137	1600	0.086 *	2	139	1600	0.087 *	0	139	1600	0.087 *	1	140	1600	0.088 *	0	140	1600	0.088 *
SB Thru	221	3200	0.093	38	259	3200	0.109	0	259	3200	0.109	0	259	3200	0.109	-4	255	3200	0.108	0	255	3200	0.108
SB Right	77	0	0.000	13	90	0	0.000	0	90	0	0.000	0	90	0	0.000	-1	89	0	0.000	0	89	0	0.000
EB Left	215	1600	0.134	37	252	1600	0.158	0	252	1600	0.158	0	252	1600	0.158	-2	250	1600	0.156	0	250	1600	0.156
EB Thru	1631	4800	0.369 *	281	1912	4800	0.432 *	38	1950	4800	0.440 *	0	1950	4800	0.440 *	1	1951	4800	0.440 *	0	1951	4800	0.440 *
EB Right	139	0	0.000	24	163	0	0.000	0	163	0	0.000	0	163	0	0.000	-3	160	0	0.000	0	160	0	0.000
WB Left	169	1600	0.106 *	29	198	1600	0.124 *	0	198	1600	0.124 *	0	198	1600	0.124 *	20	218	1600	0.136 *	0	218	1600	0.136 *
WB Thru	817	4800	0.183	141	958	4800	0.215	55	1013	4800	0.227	0	1013	4800	0.227	185	1198	4800	0.270	0	1198	4800	0.270
WB Right	62	0	0.000	11	73	0	0.000	5	78	0	0.000	0	78	0	0.000	20	98	0	0.000	0	98	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.764				0.878				0.887				0.887				0.897				0.897
LOS			C				D				D				D				D				D

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2021 WITH AMBIENT GROWTH				2021 WITH PROJECT SITE TRAFFIC				2021 WITH PROJECT MITIGATION				2021 WITH RELATED PROJECTS				2021 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	0	0.026 *	3	45	0	0.028 *	0	45	0	0.028 *	0	45	0	0.028 *	2	47	0	0.029 *	0	47	0	0.029 *
NB Thru	34	1600	0.054	3	37	1600	0.059	0	37	1600	0.059	0	37	1600	0.059	0	37	1600	0.060	0	37	1600	0.060
NB Right	11	0	0.000	1	12	0	0.000	0	12	0	0.000	0	12	0	0.000	0	12	0	0.000	0	12	0	0.000
SB Left	37	0	0.023	3	40	0	0.025	0	40	0	0.025	0	40	0	0.025	1	41	0	0.026	0	41	0	0.026
SB Thru	21	1600	0.116 *	2	23	1600	0.126 *	0	23	1600	0.126 *	0	23	1600	0.126 *	0	23	1600	0.128 *	0	23	1600	0.128 *
SB Right	128	0	0.000	11	139	0	0.000	0	139	0	0.000	0	139	0	0.000	1	140	0	0.000	0	140	0	0.000
EB Left	138	1600	0.086 *	11	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *	0	149	1600	0.093 *
EB Thru	739	4800	0.162	61	800	4800	0.175	13	813	4800	0.178	0	813	4800	0.178	93	906	4800	0.198	0	906	4800	0.198
EB Right	39	0	0.000	3	42	0	0.000	0	42	0	0.000	0	42	0	0.000	1	43	0	0.000	0	43	0	0.000
WB Left	9	1600	0.006	1	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006
WB Thru	1022	4800	0.218 *	84	1106	4800	0.236 *	20	1126	4800	0.240 *	0	1126	4800	0.240 *	18	1144	4800	0.244 *	0	1144	4800	0.244 *
WB Right	25	0	0.000	2	27	0	0.000	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000	0	27	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.547				0.584				0.588				0.588				0.594				0.594
LOS			A				A				A				A				A				A

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2021 WITH AMBIENT GROWTH				2021 WITH PROJECT SITE TRAFFIC				2021 WITH PROJECT MITIGATION				2021 WITH RELATED PROJECTS				2021 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	43	0	0.027 *	4	47	0	0.029 *	0	47	0	0.029 *	0	47	0	0.029 *	2	49	0	0.031 *	0	49	0	0.031 *
NB Thru	26	1600	0.051	2	28	1600	0.056	0	28	1600	0.056	0	28	1600	0.056	0	28	1600	0.057	0	28	1600	0.057
NB Right	13	0	0.000	1	14	0	0.000	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000	0	14	0	0.000
SB Left	34	0	0.021	3	37	0	0.023	0	37	0	0.023	0	37	0	0.023	0	37	0	0.023	0	37	0	0.023
SB Thru	40	1600	0.131 *	3	43	1600	0.141 *	0	43	1600	0.141 *	0	43	1600	0.141 *	0	43	1600	0.141 *	0	43	1600	0.141 *
SB Right	135	0	0.000	11	146	0	0.000	0	146	0	0.000	0	146	0	0.000	0	146	0	0.000	0	146	0	0.000
EB Left	150	1600	0.094	12	162	1600	0.101	0	162	1600	0.101	0	162	1600	0.101	1	163	1600	0.102	0	163	1600	0.102
EB Thru	1825	4800	0.391 *	151	1976	4800	0.424 *	22	1998	4800	0.428 *	0	1998	4800	0.428 *	24	2022	4800	0.434 *	0	2022	4800	0.434 *
EB Right	54	0	0.000	4	58	0	0.000	0	58	0	0.000	0	58	0	0.000	2	60	0	0.000	0	60	0	0.000
WB Left	8	1600	0.005 *	1	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *
WB Thru	832	4800	0.180	69	901	4800	0.195	17	918	4800	0.199	0	918	4800	0.199	104	1022	4800	0.221	0	1022	4800	0.221
WB Right	34	0	0.000	3	37	0	0.000	0	37	0	0.000	0	37	0	0.000	1	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.654				0.700				0.705				0.705				0.711				0.711
LOS			B				B				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2028 WITH AMBIENT GROWTH				2028 WITH PROJECT SITE TRAFFIC				2028 WITH PROJECT MITIGATION				2028 WITH RELATED PROJECTS				2028 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	0	0.026 *	5	47	0	0.029 *	0	47	0	0.029 *	0	47	0	0.029 *	16	63	0	0.039 *	0	63	0	0.039 *
NB Thru	34	1600	0.054	4	38	1600	0.061	0	38	1600	0.061	0	38	1600	0.061	0	38	1600	0.070	0	38	1600	0.070
NB Right	11	0	0.000	1	12	0	0.000	0	12	0	0.000	0	12	0	0.000	-1	11	0	0.000	0	11	0	0.000
SB Left	37	0	0.023	4	41	0	0.026	0	41	0	0.026	0	41	0	0.026	0	41	0	0.026	0	41	0	0.026
SB Thru	21	1600	0.116 *	2	23	1600	0.129 *	0	23	1600	0.129 *	0	23	1600	0.129 *	0	23	1600	0.157 *	0	23	1600	0.157 *
SB Right	128	0	0.000	15	143	0	0.000	0	143	0	0.000	0	143	0	0.000	44	187	0	0.000	0	187	0	0.000
EB Left	138	1600	0.086 *	16	154	1600	0.096 *	0	154	1600	0.096 *	0	154	1600	0.096 *	-3	151	1600	0.094 *	0	151	1600	0.094 *
EB Thru	739	4800	0.162	86	825	4800	0.181	25	850	4800	0.186	0	850	4800	0.186	77	927	4800	0.202	0	927	4800	0.202
EB Right	39	0	0.000	5	44	0	0.000	0	44	0	0.000	0	44	0	0.000	0	44	0	0.000	0	44	0	0.000
WB Left	9	1600	0.006	1	10	1600	0.006	0	10	1600	0.006	0	10	1600	0.006	-1	9	1600	0.006	0	9	1600	0.006
WB Thru	1022	4800	0.218 *	119	1141	4800	0.244 *	23	1164	4800	0.248 *	0	1164	4800	0.248 *	20	1184	4800	0.253 *	0	1184	4800	0.253 *
WB Right	25	0	0.000	3	28	0	0.000	0	28	0	0.000	0	28	0	0.000	0	28	0	0.000	0	28	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.547				0.599				0.603				0.603				0.643				0.643
LOS			A				A				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2028 WITH AMBIENT GROWTH				2028 WITH PROJECT SITE TRAFFIC				2028 WITH PROJECT MITIGATION				2028 WITH RELATED PROJECTS				2028 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	43	0	0.027 *	5	48	0	0.030 *	0	48	0	0.030 *	0	48	0	0.030 *	0	48	0	0.030 *	0	48	0	0.030 *
NB Thru	26	1600	0.051	3	29	1600	0.058	0	29	1600	0.058	0	29	1600	0.058	-1	28	1600	0.056	0	28	1600	0.056
NB Right	13	0	0.000	2	15	0	0.000	0	15	0	0.000	0	15	0	0.000	-1	14	0	0.000	0	14	0	0.000
SB Left	34	0	0.021	4	38	0	0.024	0	38	0	0.024	0	38	0	0.024	-1	37	0	0.023	0	37	0	0.023
SB Thru	40	1600	0.131 *	5	45	1600	0.146 *	0	45	1600	0.146 *	0	45	1600	0.146 *	-1	44	1600	0.143 *	0	44	1600	0.143 *
SB Right	135	0	0.000	16	151	0	0.000	0	151	0	0.000	0	151	0	0.000	-4	147	0	0.000	0	147	0	0.000
EB Left	150	1600	0.094	17	167	1600	0.104	0	167	1600	0.104	0	167	1600	0.104	39	206	1600	0.129	0	206	1600	0.129
EB Thru	1825	4800	0.391 *	212	2037	4800	0.437 *	25	2062	4800	0.442 *	0	2062	4800	0.442 *	28	2090	4800	0.451 *	0	2090	4800	0.451 *
EB Right	54	0	0.000	6	60	0	0.000	0	60	0	0.000	0	60	0	0.000	15	75	0	0.000	0	75	0	0.000
WB Left	8	1600	0.005 *	1	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *
WB Thru	832	4800	0.180	97	929	4800	0.201	27	956	4800	0.207	0	956	4800	0.207	86	1042	4800	0.225	0	1042	4800	0.225
WB Right	34	0	0.000	4	38	0	0.000	0	38	0	0.000	0	38	0	0.000	0	38	0	0.000	0	38	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.654				0.719				0.724				0.724				0.729				0.729
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2035 WITH AMBIENT GROWTH				2035 WITH PROJECT SITE TRAFFIC				2035 WITH PROJECT MITIGATION				2035 WITH RELATED PROJECTS				2035 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	42	0	0.026 *	7	49	0	0.031 *	0	49	0	0.031 *	0	49	0	0.031 *	16	65	0	0.041 *	0	65	0	0.041 *
NB Thru	34	1600	0.054	6	40	1600	0.064	0	40	1600	0.064	0	40	1600	0.064	0	40	1600	0.073	0	40	1600	0.073
NB Right	11	0	0.000	2	13	0	0.000	0	13	0	0.000	0	13	0	0.000	-1	12	0	0.000	0	12	0	0.000
SB Left	37	0	0.023	6	43	0	0.027	0	43	0	0.027	0	43	0	0.027	0	43	0	0.027	0	43	0	0.027
SB Thru	21	1600	0.116 *	4	25	1600	0.136 *	0	25	1600	0.136 *	0	25	1600	0.136 *	0	25	1600	0.164 *	0	25	1600	0.164 *
SB Right	128	0	0.000	22	150	0	0.000	0	150	0	0.000	0	150	0	0.000	44	194	0	0.000	0	194	0	0.000
EB Left	138	1600	0.086 *	24	162	1600	0.101 *	0	162	1600	0.101 *	0	162	1600	0.101 *	-3	159	1600	0.099 *	0	159	1600	0.099 *
EB Thru	739	4800	0.162	127	866	4800	0.190	50	916	4800	0.200	0	916	4800	0.200	77	993	4800	0.216	0	993	4800	0.216
EB Right	39	0	0.000	7	46	0	0.000	0	46	0	0.000	0	46	0	0.000	0	46	0	0.000	0	46	0	0.000
WB Left	9	1600	0.006	2	11	1600	0.007	0	11	1600	0.007	0	11	1600	0.007	-1	10	1600	0.006	0	10	1600	0.006
WB Thru	1022	4800	0.218 *	176	1198	4800	0.256 *	29	1227	4800	0.262 *	0	1227	4800	0.262 *	20	1247	4800	0.266 *	0	1247	4800	0.266 *
WB Right	25	0	0.000	4	29	0	0.000	0	29	0	0.000	0	29	0	0.000	0	29	0	0.000	0	29	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.547				0.624				0.630				0.630				0.670				0.670
LOS			A				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Walnut Avenue @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: Walnut Avenue
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU2

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2035 WITH AMBIENT GROWTH				2035 WITH PROJECT SITE TRAFFIC				2035 WITH PROJECT MITIGATION				2035 WITH RELATED PROJECTS				2035 WITH REGIONAL MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
NB Left	43	0	0.027 *	7	50	0	0.031 *	0	50	0	0.031 *	0	50	0	0.031 *	0	50	0	0.031 *	0	50	0	0.031 *
NB Thru	26	1600	0.051	4	30	1600	0.059	0	30	1600	0.059	0	30	1600	0.059	-1	29	1600	0.058	0	29	1600	0.058
NB Right	13	0	0.000	2	15	0	0.000	0	15	0	0.000	0	15	0	0.000	-1	14	0	0.000	0	14	0	0.000
SB Left	34	0	0.021	6	40	0	0.025	0	40	0	0.025	0	40	0	0.025	-1	39	0	0.024	0	39	0	0.024
SB Thru	40	1600	0.131 *	7	47	1600	0.153 *	0	47	1600	0.153 *	0	47	1600	0.153 *	-1	46	1600	0.149 *	0	46	1600	0.149 *
SB Right	135	0	0.000	23	158	0	0.000	0	158	0	0.000	0	158	0	0.000	-4	154	0	0.000	0	154	0	0.000
EB Left	150	1600	0.094	26	176	1600	0.110	0	176	1600	0.110	0	176	1600	0.110	39	215	1600	0.134	0	215	1600	0.134
EB Thru	1825	4800	0.391 *	314	2139	4800	0.459 *	40	2179	4800	0.467 *	0	2179	4800	0.467 *	28	2207	4800	0.476 *	0	2207	4800	0.476 *
EB Right	54	0	0.000	9	63	0	0.000	0	63	0	0.000	0	63	0	0.000	15	78	0	0.000	0	78	0	0.000
WB Left	8	1600	0.005 *	1	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *	0	9	1600	0.006 *
WB Thru	832	4800	0.180	143	975	4800	0.211	58	1033	4800	0.224	0	1033	4800	0.224	86	1119	4800	0.241	0	1119	4800	0.241
WB Right	34	0	0.000	6	40	0	0.000	0	40	0	0.000	0	40	0	0.000	0	40	0	0.000	0	40	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.654				0.749				0.757				0.757				0.762				0.762
LOS			B				C				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
600 S. Lake Avenue, Ste 500, Pasadena 91106
(626) 796.2322 Fax (626) 792.0941

INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: AM
Annual Growth: 1.60%

Phase I

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2021 WITH AMBIENT GROWTH				2021 WITH PROJECT SITE TRAFFIC				2021 WITH PROJECT MITIGATION				2021 WITH RELATED PROJECTS				2021 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	34	1600	0.021 *	3	37	1600	0.023 *	0	37	1600	0.023 *	0	37	1600	0.023 *	0	37	1600	0.023 *	0	37	1600	0.023 *
NB Thru	41	1600	0.055	3	44	1600	0.059	0	44	1600	0.059	0	44	1600	0.059	0	44	1600	0.059	0	44	1600	0.059
NB Right	47	0	0.000	4	51	0	0.000	0	51	0	0.000	0	51	0	0.000	0	51	0	0.000	0	51	0	0.000
SB Left	145	1600	0.091	12	157	1600	0.098	3	160	1600	0.100	0	160	1600	0.100	19	179	1600	0.112	0	179	1600	0.112
SB Thru	26	1600	0.016	2	28	1600	0.018	0	28	1600	0.018	0	28	1600	0.018	1	29	1600	0.018	0	29	1600	0.018
SB Right	222	1600	0.139 *	18	240	1600	0.150 *	0	240	1600	0.150 *	0	240	1600	0.150 *	5	245	1600	0.153 *	0	245	1600	0.153 *
EB Left	192	1600	0.120 *	16	208	1600	0.130 *	0	208	1600	0.130 *	0	208	1600	0.130 *	3	211	1600	0.132 *	0	211	1600	0.132 *
EB Thru	516	4800	0.111	43	559	4800	0.120	13	572	4800	0.123	0	572	4800	0.123	90	662	4800	0.141	0	662	4800	0.141
EB Right	15	0	0.000	1	16	0	0.000	0	16	0	0.000	0	16	0	0.000	1	17	0	0.000	0	17	0	0.000
WB Left	20	1600	0.013	2	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	1	23	1600	0.014	0	23	1600	0.014
WB Thru	843	4800	0.203 *	70	913	4800	0.220 *	20	933	4800	0.225 *	0	933	4800	0.225 *	13	946	4800	0.228 *	0	946	4800	0.228 *
WB Right	132	0	0.000	11	143	0	0.000	3	146	0	0.000	0	146	0	0.000	3	149	0	0.000	0	149	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.583				0.623				0.628				0.628				0.636				0.636
LOS			A				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: PM
Annual Growth: 1.60%

Phase I

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2021

	2016 EXISTING TRAFFIC			2021 WITH AMBIENT GROWTH				2021 WITH PROJECT SITE TRAFFIC				2021 WITH PROJECT MITIGATION				2021 WITH RELATED PROJECTS				2021 WITH REGIONAL MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
NB Left	22	1600	0.014	2	24	1600	0.015	0	24	1600	0.015	0	24	1600	0.015	1	25	1600	0.016	0	25	1600	0.016
NB Thru	23	1600	0.033 *	2	25	1600	0.036 *	0	25	1600	0.036 *	0	25	1600	0.036 *	1	26	1600	0.037 *	0	26	1600	0.037 *
NB Right	30	0	0.000	2	32	0	0.000	0	32	0	0.000	0	32	0	0.000	1	33	0	0.000	0	33	0	0.000
SB Left	170	1600	0.106 *	14	184	1600	0.115 *	4	188	1600	0.118 *	0	188	1600	0.118 *	3	191	1600	0.119 *	0	191	1600	0.119 *
SB Thru	42	1600	0.026	3	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028	0	45	1600	0.028
SB Right	166	1600	0.104	14	180	1600	0.113	0	180	1600	0.113	0	180	1600	0.113	9	189	1600	0.118	0	189	1600	0.118
EB Left	302	1600	0.189	25	327	1600	0.204	0	327	1600	0.204	0	327	1600	0.204	11	338	1600	0.211 *	0	338	1600	0.211 *
EB Thru	1617	4800	0.345 *	134	1751	4800	0.374 *	22	1773	4800	0.378 *	0	1773	4800	0.378 *	13	1786	4800	0.381	0	1786	4800	0.381
EB Right	40	0	0.000	3	43	0	0.000	0	43	0	0.000	0	43	0	0.000	0	43	0	0.000	0	43	0	0.000
WB Left	29	1600	0.018 *	2	31	1600	0.019 *	0	31	1600	0.019 *	0	31	1600	0.019 *	0	31	1600	0.019	0	31	1600	0.019
WB Thru	644	4800	0.156	53	697	4800	0.169	17	714	4800	0.173	0	714	4800	0.173	95	809	4800	0.197 *	0	809	4800	0.197 *
WB Right	104	0	0.000	9	113	0	0.000	3	116	0	0.000	0	116	0	0.000	21	137	0	0.000	0	137	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.644				0.651				0.651				0.665				0.665
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: AM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2028 WITH AMBIENT GROWTH				2028 WITH PROJECT SITE TRAFFIC				2028 WITH PROJECT MITIGATION				2028 WITH RELATED PROJECTS				2028 WITH REGIONAL MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
NB Left	34	1600	0.021 *	4	38	1600	0.024 *	0	38	1600	0.024 *	0	38	1600	0.024 *	0	38	1600	0.024 *	0	38	1600	0.024 *
NB Thru	41	1600	0.055	5	46	1600	0.061	0	46	1600	0.061	0	46	1600	0.061	-1	45	1600	0.060	0	45	1600	0.060
NB Right	47	0	0.000	5	52	0	0.000	0	52	0	0.000	0	52	0	0.000	-1	51	0	0.000	0	51	0	0.000
SB Left	145	1600	0.091	17	162	1600	0.101	5	167	1600	0.104	0	167	1600	0.104	16	183	1600	0.114	0	183	1600	0.114
SB Thru	26	1600	0.016	3	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018	0	29	1600	0.018
SB Right	222	1600	0.139 *	26	248	1600	0.155 *	0	248	1600	0.155 *	0	248	1600	0.155 *	5	253	1600	0.158 *	0	253	1600	0.158 *
EB Left	192	1600	0.120 *	22	214	1600	0.134 *	0	214	1600	0.134 *	0	214	1600	0.134 *	-2	212	1600	0.133 *	0	212	1600	0.133 *
EB Thru	516	4800	0.111	60	576	4800	0.124	25	601	4800	0.129	0	601	4800	0.129	79	680	4800	0.145	0	680	4800	0.145
EB Right	15	0	0.000	2	17	0	0.000	0	17	0	0.000	0	17	0	0.000	1	18	0	0.000	0	18	0	0.000
WB Left	20	1600	0.013	2	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014	0	22	1600	0.014
WB Thru	843	4800	0.203 *	98	941	4800	0.227 *	23	964	4800	0.232 *	0	964	4800	0.232 *	14	978	4800	0.235 *	0	978	4800	0.235 *
WB Right	132	0	0.000	15	147	0	0.000	4	151	0	0.000	0	151	0	0.000	0	151	0	0.000	0	151	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.583				0.639				0.645				0.645				0.650				0.650
LOS			A				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: PM
Annual Growth: 0.92%

Phase I & II

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2028

	2016 EXISTING TRAFFIC			2028 WITH AMBIENT GROWTH				2028 WITH PROJECT SITE TRAFFIC				2028 WITH PROJECT MITIGATION				2028 WITH RELATED PROJECTS				2028 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	22	1600	0.014	3	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016	0	25	1600	0.016
NB Thru	23	1600	0.033 *	3	26	1600	0.037 *	0	26	1600	0.037 *	0	26	1600	0.037 *	1	27	1600	0.038 *	0	27	1600	0.038 *
NB Right	30	0	0.000	3	33	0	0.000	0	33	0	0.000	0	33	0	0.000	1	34	0	0.000	0	34	0	0.000
SB Left	170	1600	0.106 *	20	190	1600	0.119 *	5	195	1600	0.122 *	0	195	1600	0.122 *	0	195	1600	0.122 *	0	195	1600	0.122 *
SB Thru	42	1600	0.026	5	47	1600	0.029	0	47	1600	0.029	0	47	1600	0.029	-1	46	1600	0.029	0	46	1600	0.029
SB Right	166	1600	0.104	19	185	1600	0.116	0	185	1600	0.116	0	185	1600	0.116	9	194	1600	0.121	0	194	1600	0.121
EB Left	302	1600	0.189	35	337	1600	0.211	0	337	1600	0.211	0	337	1600	0.211	12	349	1600	0.218 *	0	349	1600	0.218 *
EB Thru	1617	4800	0.345 *	188	1805	4800	0.385 *	25	1830	4800	0.391 *	0	1830	4800	0.391 *	14	1844	4800	0.394	0	1844	4800	0.394
EB Right	40	0	0.000	5	45	0	0.000	0	45	0	0.000	0	45	0	0.000	0	45	0	0.000	0	45	0	0.000
WB Left	29	1600	0.018 *	3	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020 *	0	32	1600	0.020	0	32	1600	0.020
WB Thru	644	4800	0.156	75	719	4800	0.174	27	746	4800	0.181	0	746	4800	0.181	80	826	4800	0.201 *	0	826	4800	0.201 *
WB Right	104	0	0.000	12	116	0	0.000	5	121	0	0.000	0	121	0	0.000	17	138	0	0.000	0	138	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.661				0.669				0.669				0.679				0.679
LOS			B				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: AM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2035 WITH AMBIENT GROWTH				2035 WITH PROJECT SITE TRAFFIC				2035 WITH PROJECT MITIGATION				2035 WITH RELATED PROJECTS				2035 WITH REGIONAL MITIGATION			
Movement	1 Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio	Added Volume	Total Volume	2 Capacity	V/C Ratio
NB Left	34	1600	0.021 *	6	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *	0	40	1600	0.025 *
NB Thru	41	1600	0.055	7	48	1600	0.064	0	48	1600	0.064	0	48	1600	0.064	-1	47	1600	0.063	0	47	1600	0.063
NB Right	47	0	0.000	8	55	0	0.000	0	55	0	0.000	0	55	0	0.000	-1	54	0	0.000	0	54	0	0.000
SB Left	145	1600	0.091	25	170	1600	0.106	9	179	1600	0.112	0	179	1600	0.112	16	195	1600	0.122	0	195	1600	0.122
SB Thru	26	1600	0.016	4	30	1600	0.019	0	30	1600	0.019	0	30	1600	0.019	0	30	1600	0.019	0	30	1600	0.019
SB Right	222	1600	0.139 *	38	260	1600	0.163 *	0	260	1600	0.163 *	0	260	1600	0.163 *	5	265	1600	0.166 *	0	265	1600	0.166 *
EB Left	192	1600	0.120 *	33	225	1600	0.141 *	0	225	1600	0.141 *	0	225	1600	0.141 *	-2	223	1600	0.139 *	0	223	1600	0.139 *
EB Thru	516	4800	0.111	89	605	4800	0.130	50	655	4800	0.140	0	655	4800	0.140	79	734	4800	0.157	0	734	4800	0.157
EB Right	15	0	0.000	3	18	0	0.000	0	18	0	0.000	0	18	0	0.000	1	19	0	0.000	0	19	0	0.000
WB Left	20	1600	0.013	3	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014	0	23	1600	0.014
WB Thru	843	4800	0.203 *	145	988	4800	0.238 *	29	1017	4800	0.245 *	0	1017	4800	0.245 *	14	1031	4800	0.248 *	0	1031	4800	0.248 *
WB Right	132	0	0.000	23	155	0	0.000	5	160	0	0.000	0	160	0	0.000	0	160	0	0.000	0	160	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.583				0.666				0.673				0.673				0.678				0.678
LOS			A				B				B				B				B				B

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

San Dimas Canyon Road @ Arrow Highway
Peak hr: PM
Annual Growth: 0.84%

Full Buildout (Phase I, II & III)

N-S St: San Dimas Canyon Road
E-W St: Arrow Highway
Project: University of La Verne Facilities and Technology Master Plan EIR Project/1-16-4176-1
File: ICU3

Date: 10/4/2016
Date of Count: 2016
Projection Year: 2035

	2016 EXISTING TRAFFIC			2035 WITH AMBIENT GROWTH				2035 WITH PROJECT SITE TRAFFIC				2035 WITH PROJECT MITIGATION				2035 WITH RELATED PROJECTS				2035 WITH REGIONAL MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
NB Left	22	1600	0.014	4	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016	0	26	1600	0.016
NB Thru	23	1600	0.033 *	4	27	1600	0.039 *	0	27	1600	0.039 *	0	27	1600	0.039 *	1	28	1600	0.040 *	0	28	1600	0.040 *
NB Right	30	0	0.000	5	35	0	0.000	0	35	0	0.000	0	35	0	0.000	1	36	0	0.000	0	36	0	0.000
SB Left	170	1600	0.106 *	29	199	1600	0.124 *	8	207	1600	0.129 *	0	207	1600	0.129 *	0	207	1600	0.129 *	0	207	1600	0.129 *
SB Thru	42	1600	0.026	7	49	1600	0.031	0	49	1600	0.031	0	49	1600	0.031	-1	48	1600	0.030	0	48	1600	0.030
SB Right	166	1600	0.104	29	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122	9	204	1600	0.128	0	204	1600	0.128
EB Left	302	1600	0.189	52	354	1600	0.221	0	354	1600	0.221	0	354	1600	0.221	12	366	1600	0.229 *	0	366	1600	0.229 *
EB Thru	1617	4800	0.345 *	279	1896	4800	0.405 *	40	1936	4800	0.413 *	0	1936	4800	0.413 *	14	1950	4800	0.416	0	1950	4800	0.416
EB Right	40	0	0.000	7	47	0	0.000	0	47	0	0.000	0	47	0	0.000	0	47	0	0.000	0	47	0	0.000
WB Left	29	1600	0.018 *	5	34	1600	0.021 *	0	34	1600	0.021 *	0	34	1600	0.021 *	0	34	1600	0.021	0	34	1600	0.021
WB Thru	644	4800	0.156	111	755	4800	0.183	58	813	4800	0.197	0	813	4800	0.197	80	893	4800	0.217 *	0	893	4800	0.217 *
WB Right	104	0	0.000	18	122	0	0.000	11	133	0	0.000	0	133	0	0.000	17	150	0	0.000	0	150	0	0.000
Yellow Allowance			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.603				0.689				0.703				0.703				0.715				0.715
LOS			B				B				C				C				C				C

** Key conflicting movement as a part of ICU*
1 Counts conducted by: The Traffic Solution
2 Capacity expressed in veh/hour of green

APPENDIX D

TRAFFIC SIGNAL WARRANTS

Int. 5 - Existing with Phase I Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

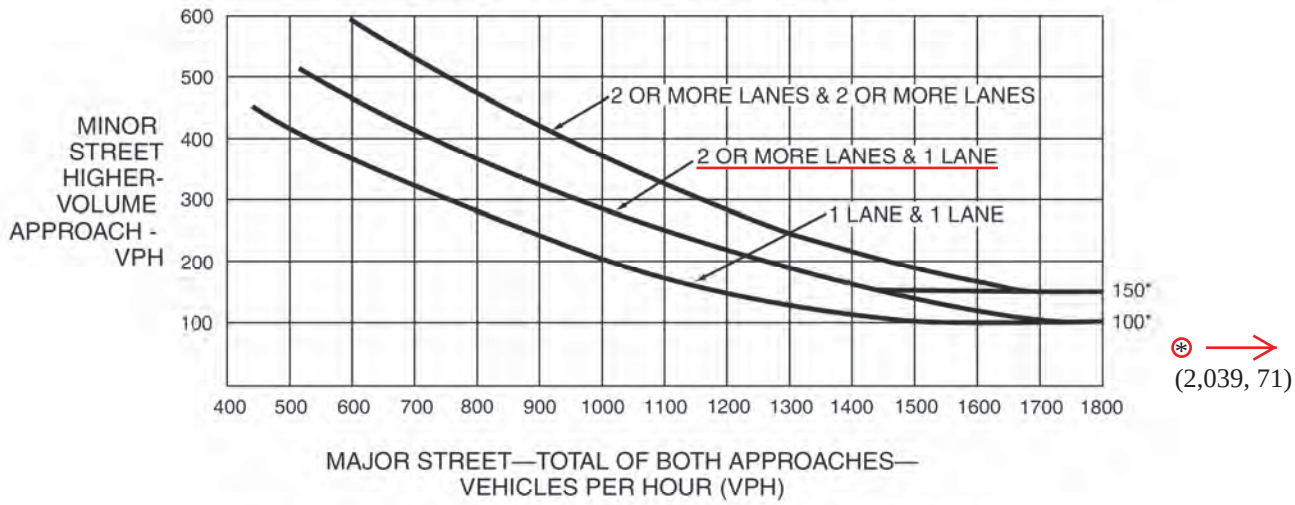
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2039	
Higher Approach - Minor Street	✓		71	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I Conditions - Weekday AM Peak Hour

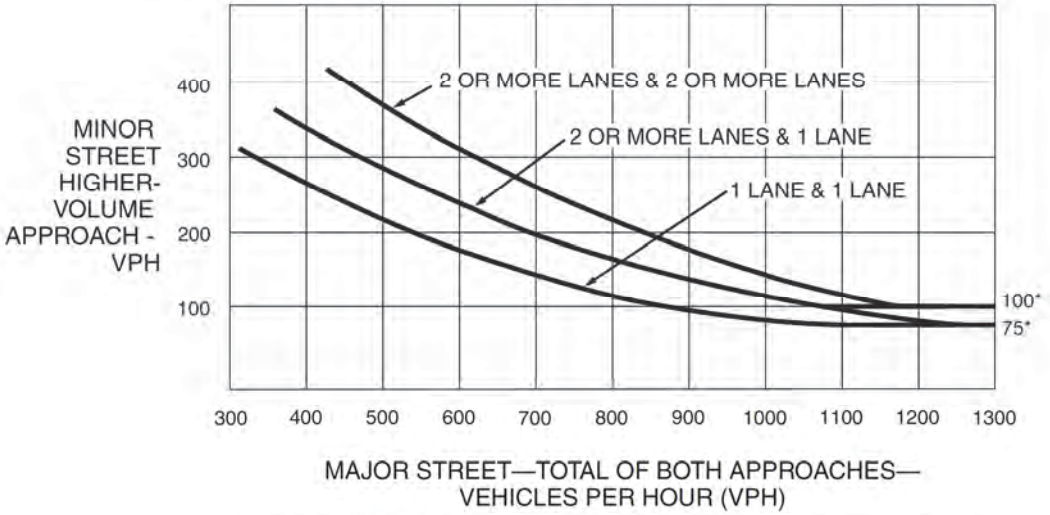
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Existing with Phase I Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

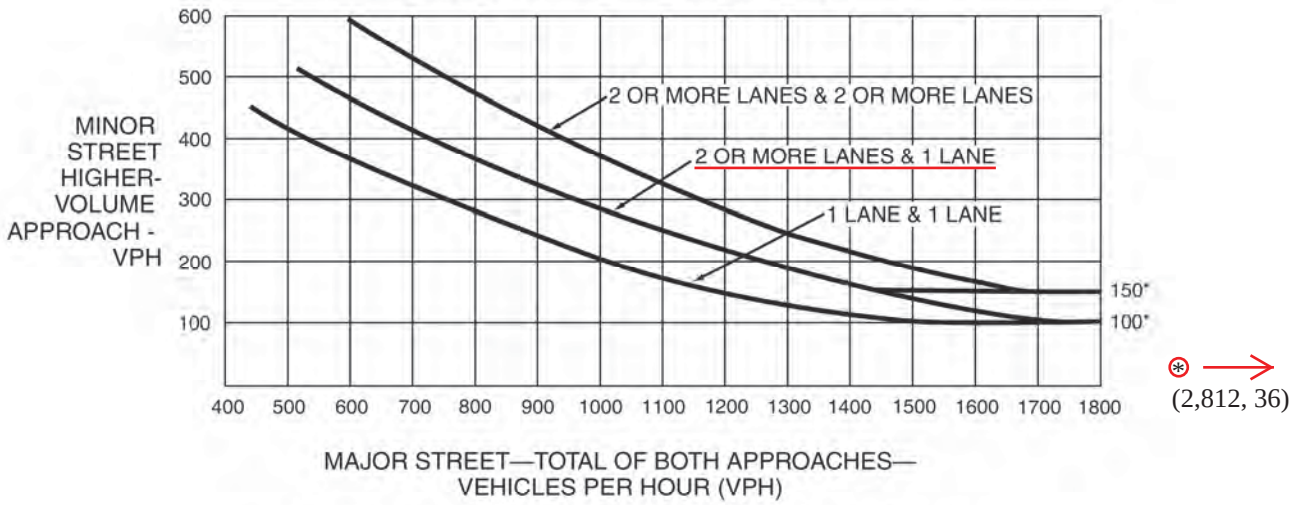
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	2812	
Higher Approach - Minor Street	✓		36	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I Conditions - Weekday PM Peak Hour

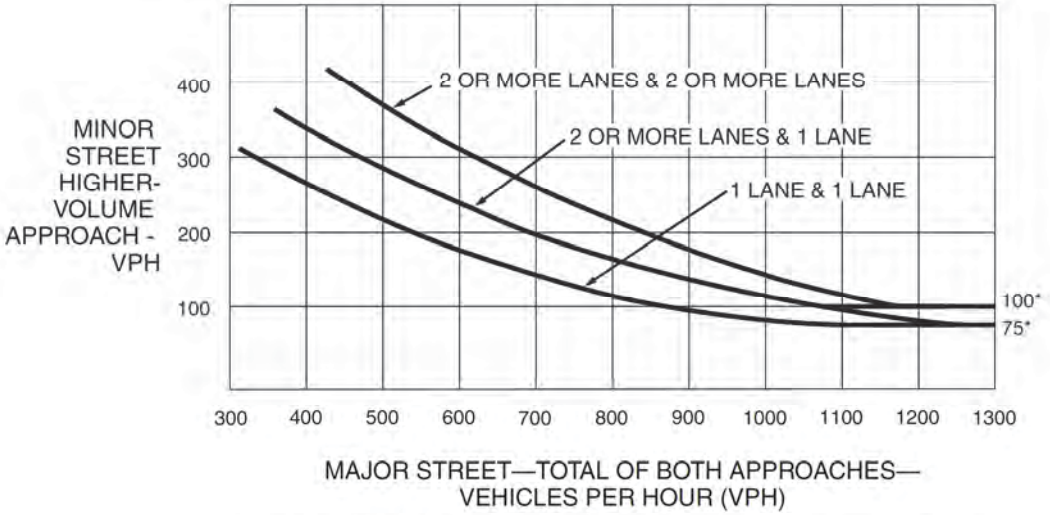
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2021 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2021 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

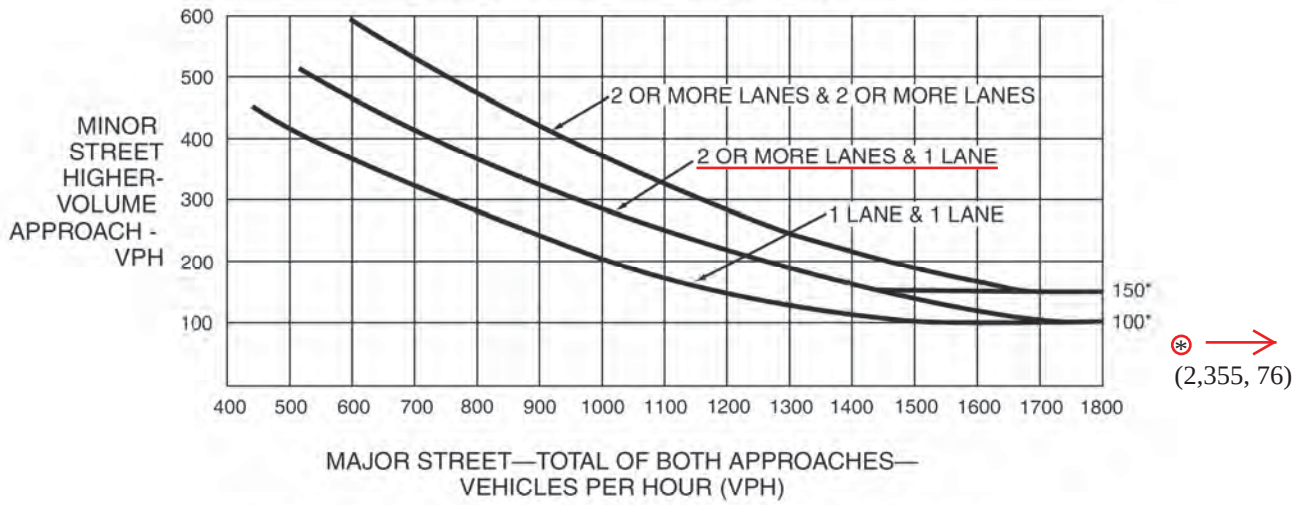
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2355	
Higher Approach - Minor Street	✓		76	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2021 Future with Project Conditions - Weekday AM Peak Hour

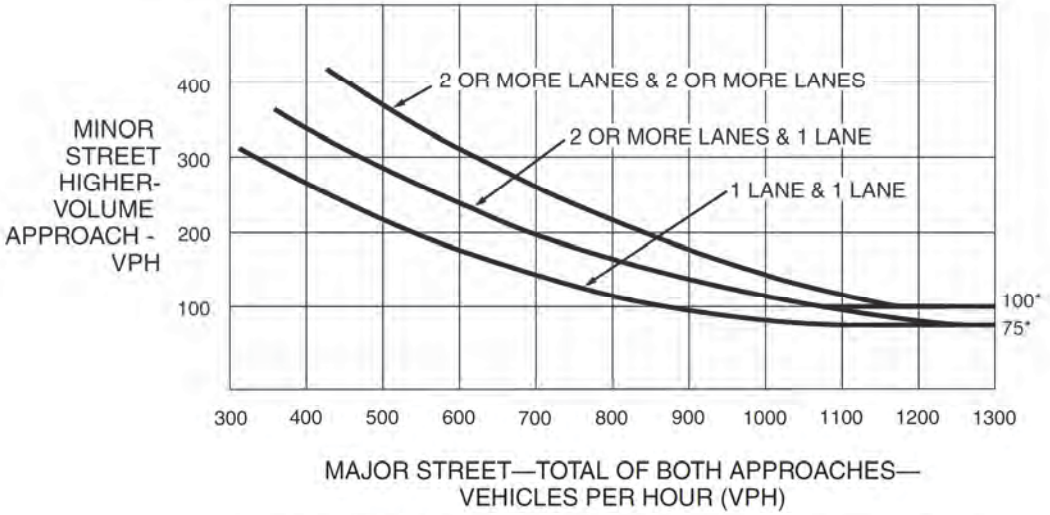
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2021 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2021 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

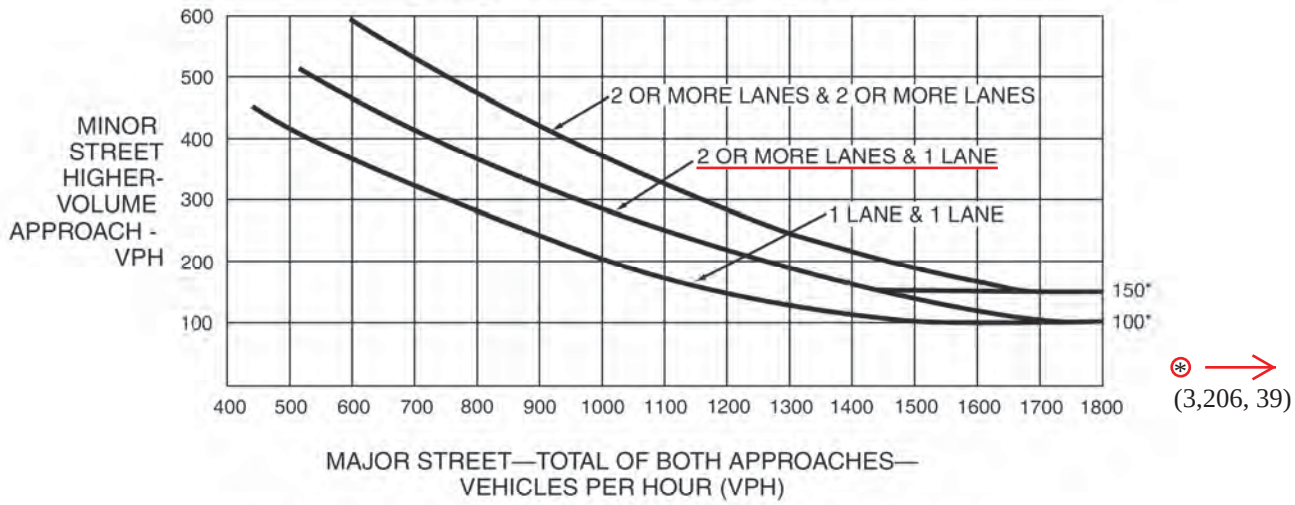
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	3206	
Higher Approach - Minor Street	✓		39	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2021 Future with Project Conditions - Weekday PM Peak Hour

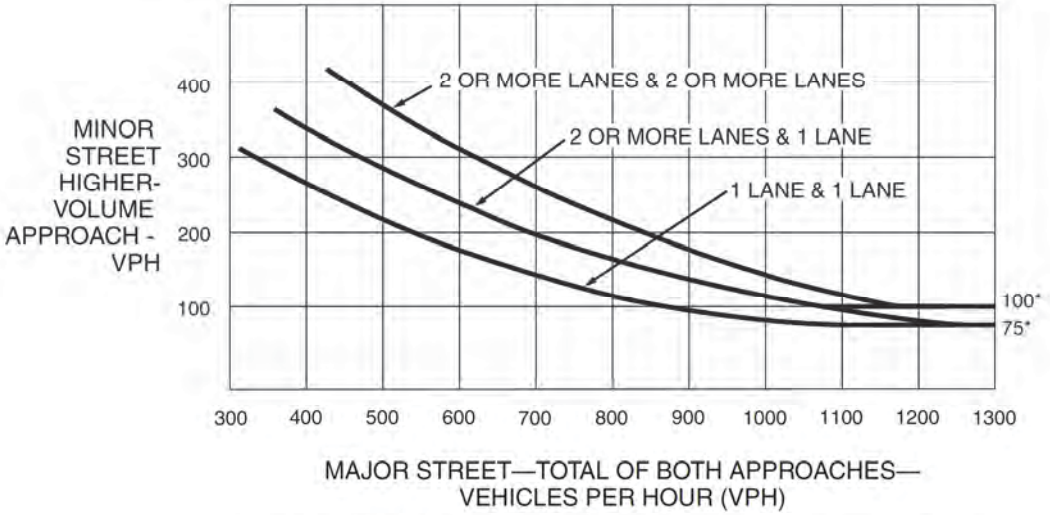
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

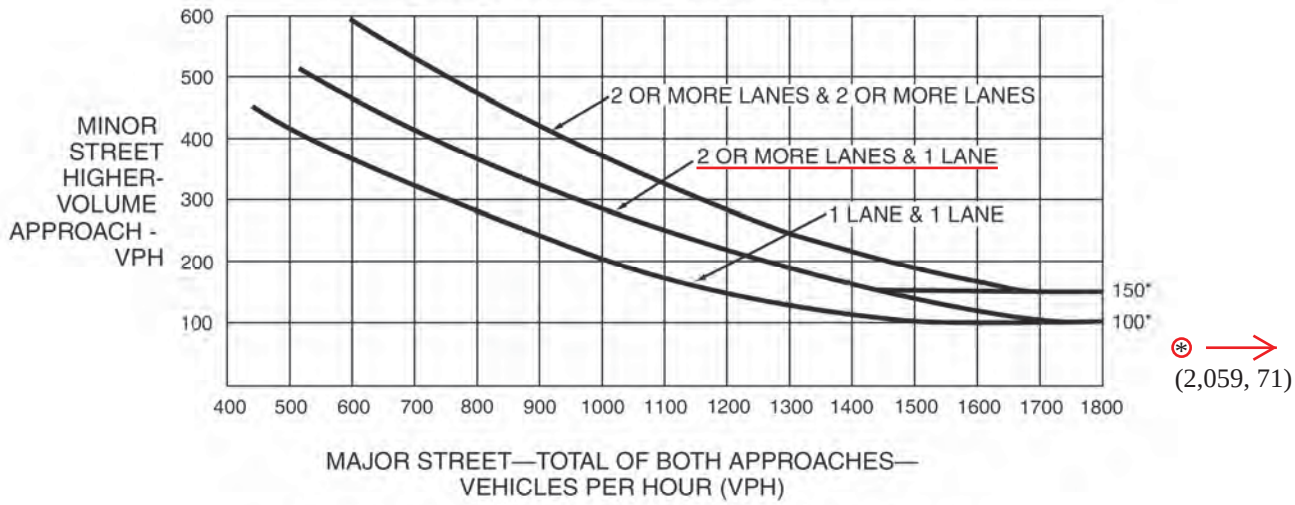
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2059	
Higher Approach - Minor Street	✓		71	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

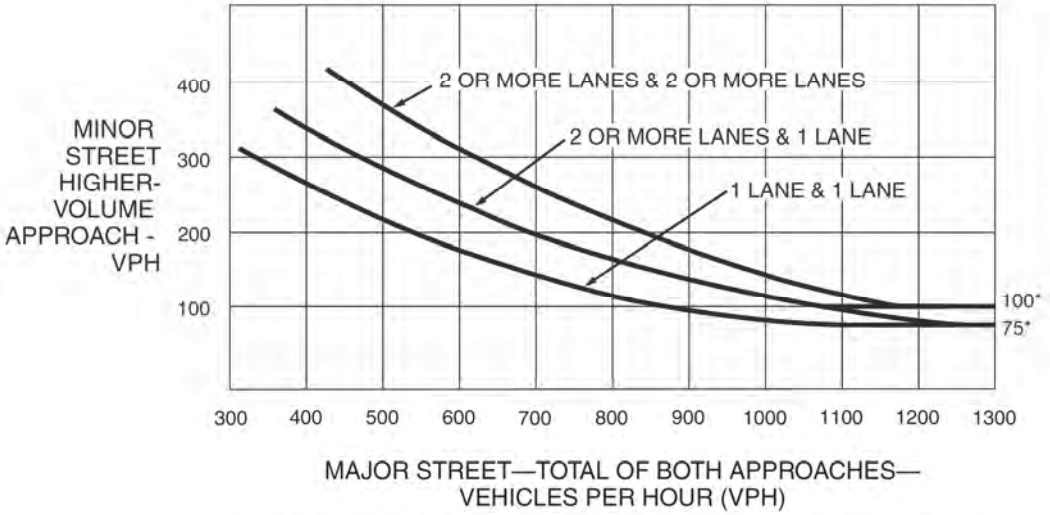
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

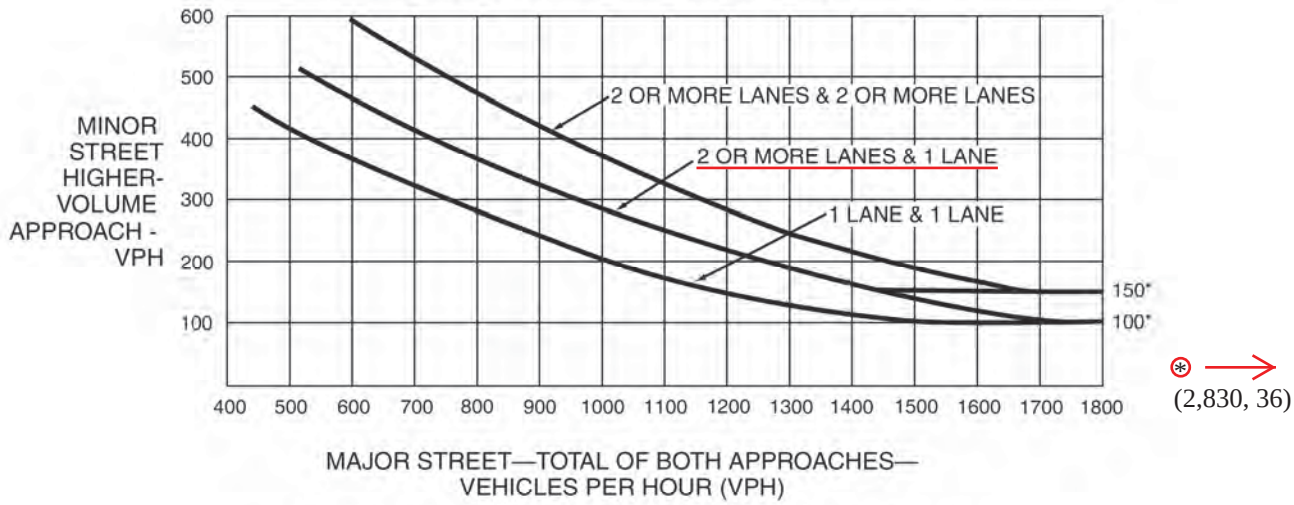
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	2830	
Higher Approach - Minor Street	✓		36	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

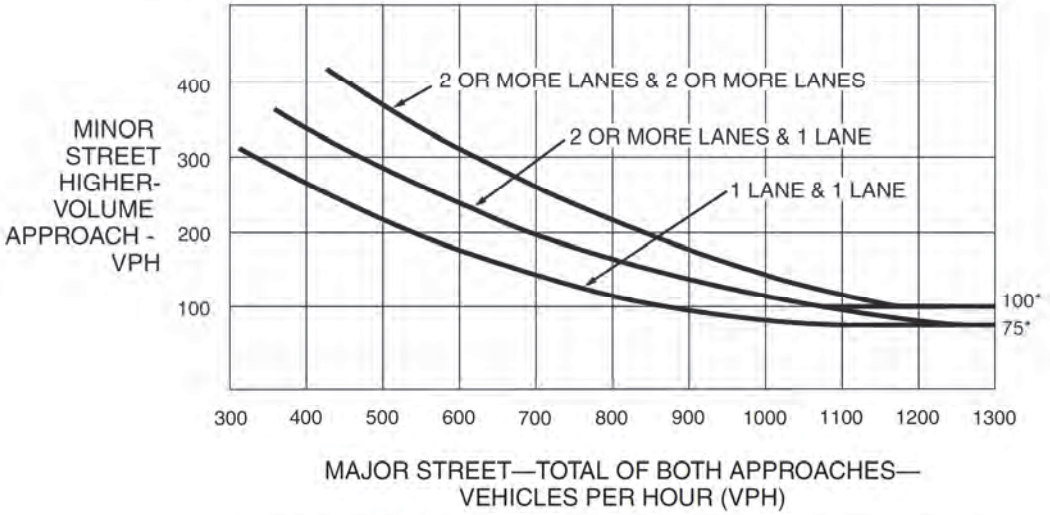
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2028 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2028 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

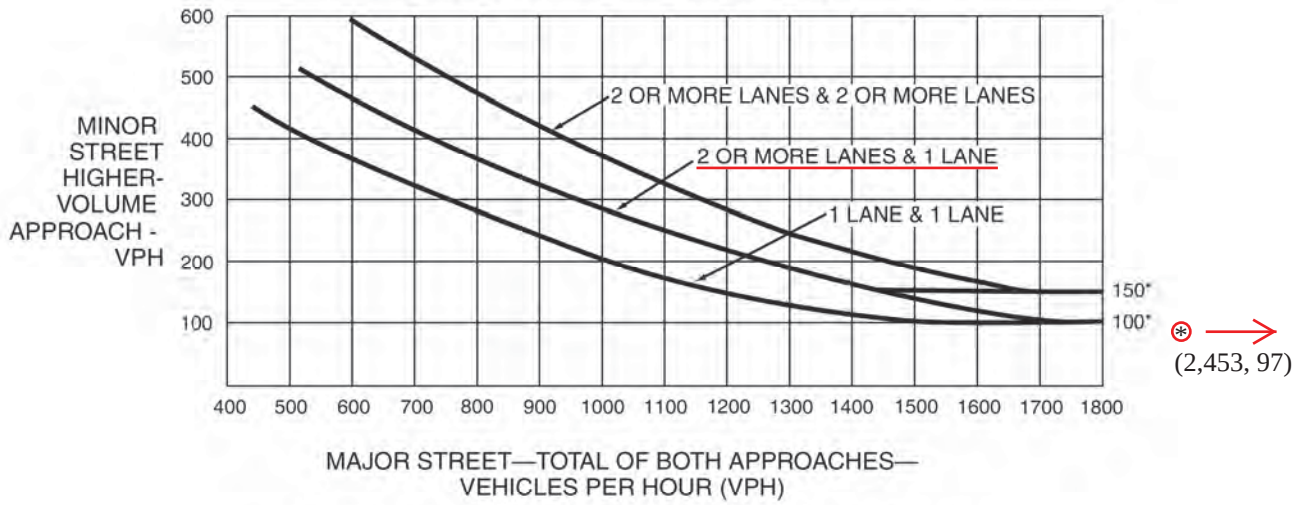
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2453	
Higher Approach - Minor Street	✓		97	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2028 Future with Project Conditions - Weekday AM Peak Hour

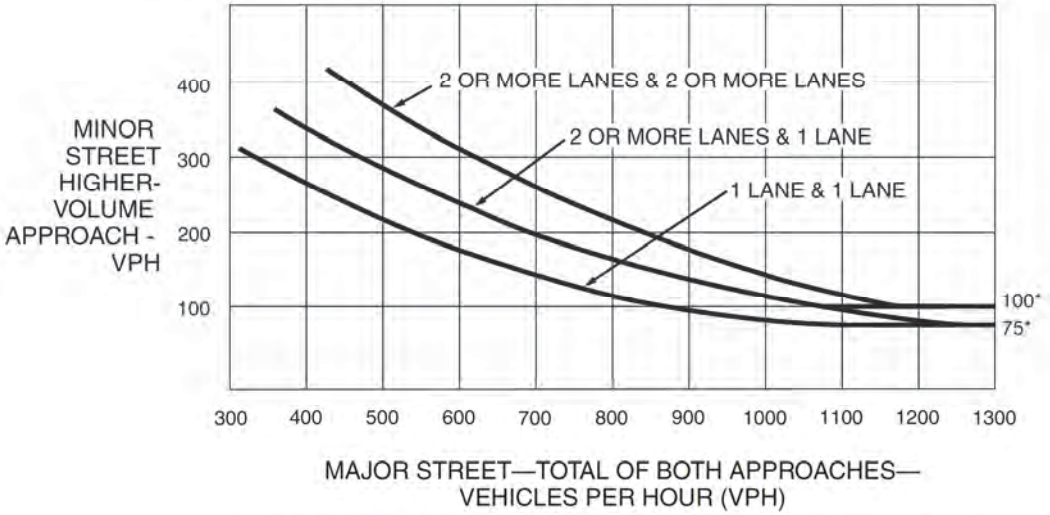
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2028 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2028 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

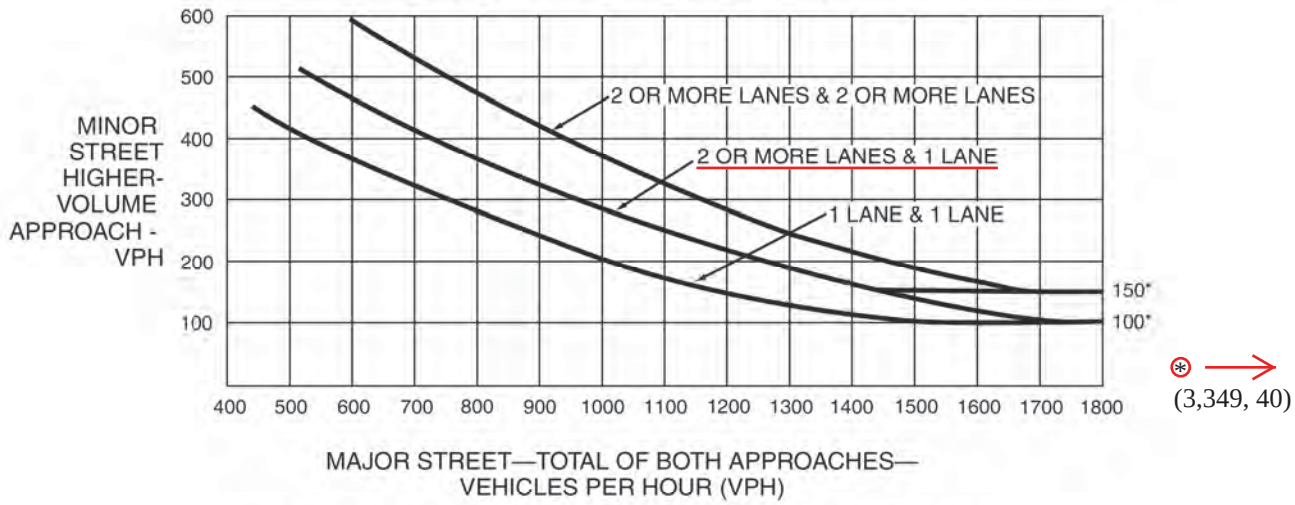
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	3349	
Higher Approach - Minor Street	✓		40	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2028 Future with Project Conditions - Weekday PM Peak Hour

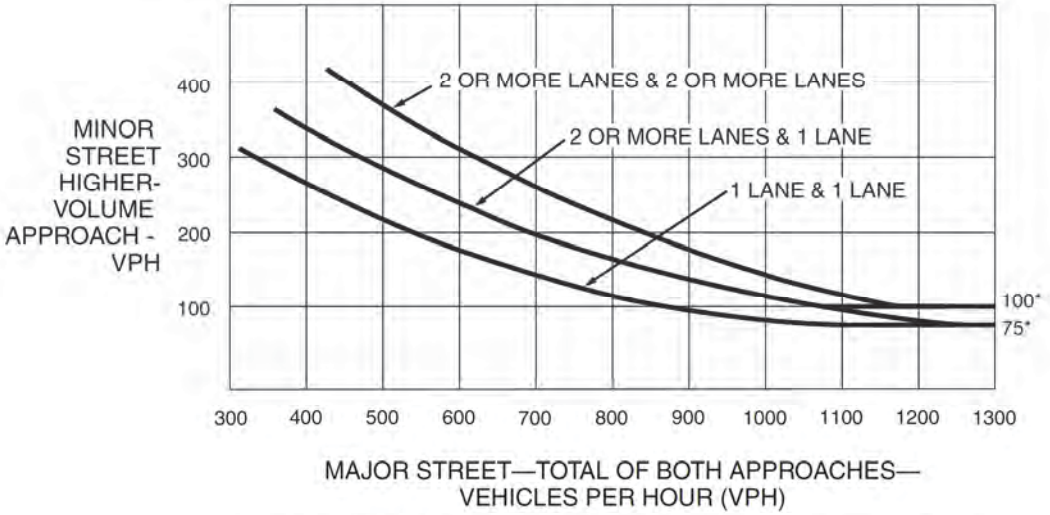
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

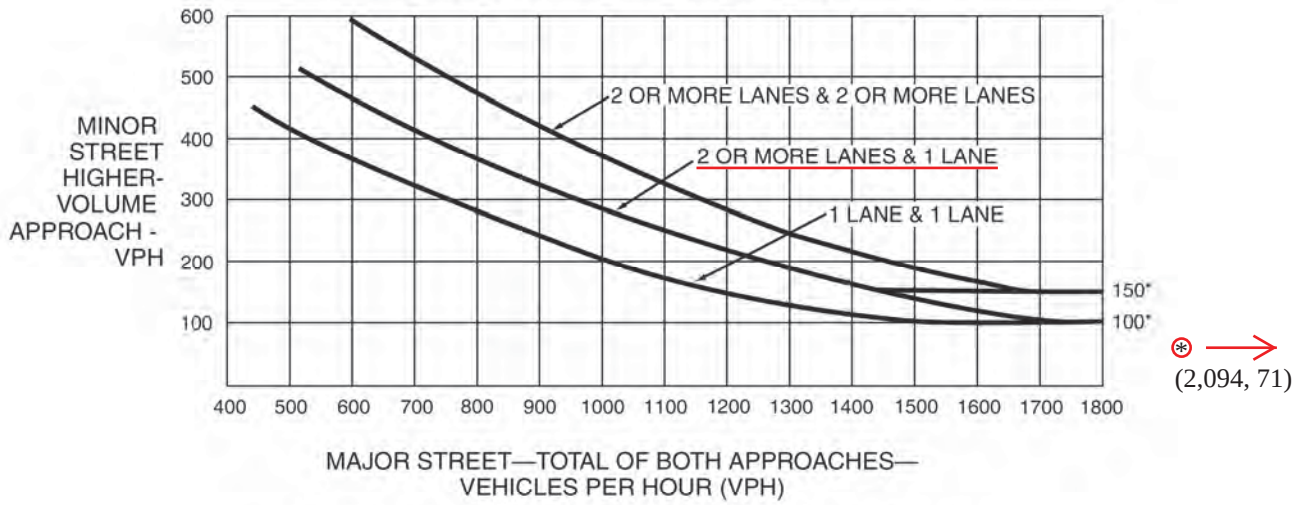
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2094	
Higher Approach - Minor Street	✓		71	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

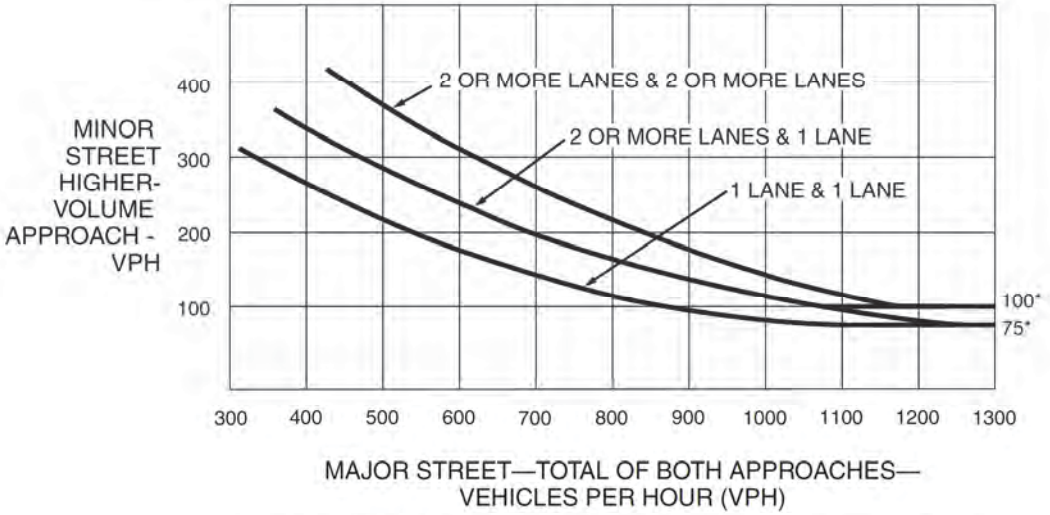
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

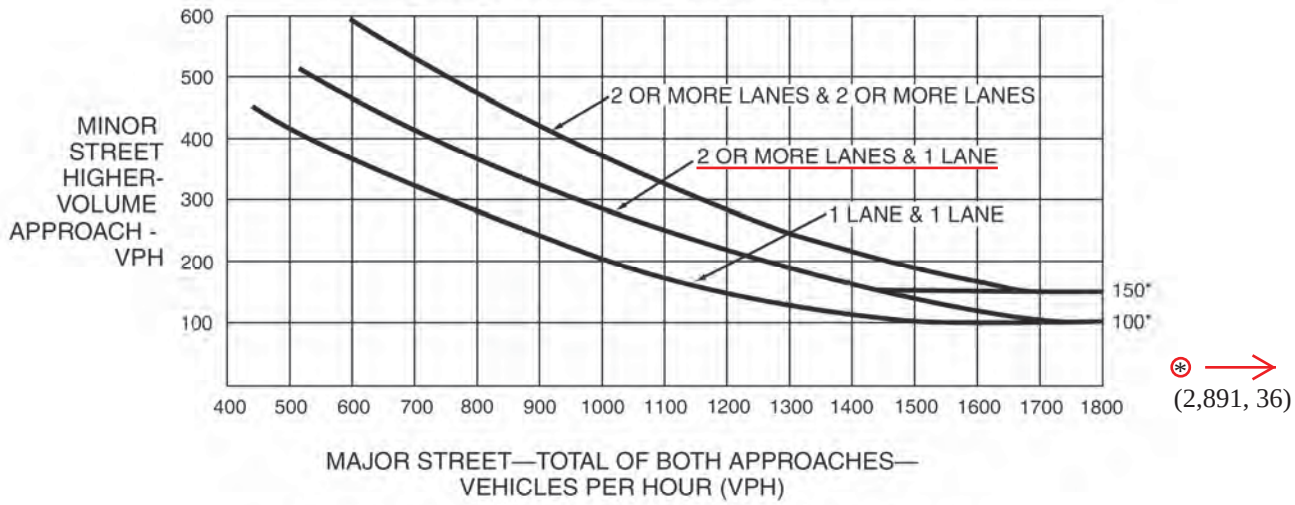
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	2891	
Higher Approach - Minor Street	✓		36	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

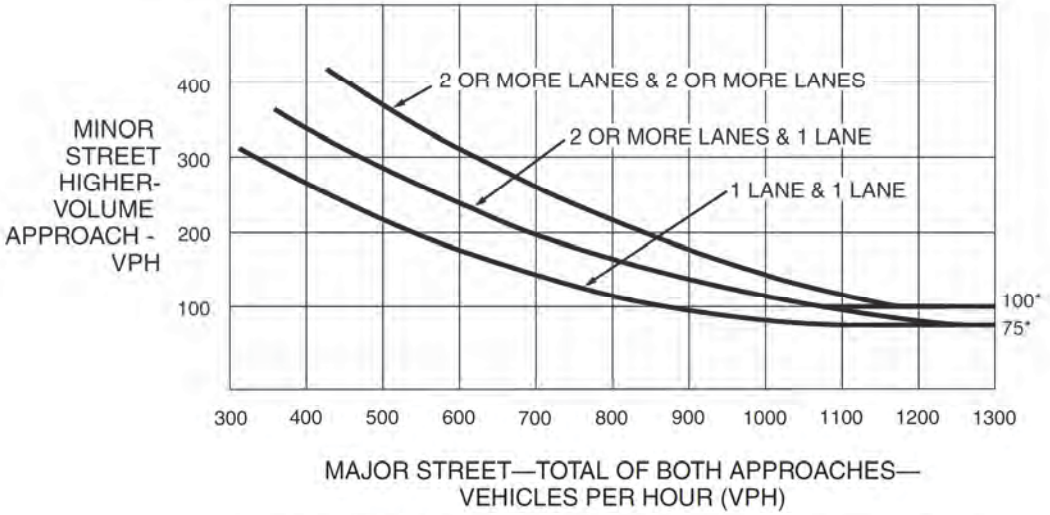
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2035 Future Pre-Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future Pre-Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 101 veh * 1130 sec * 1 hr/3600 sec = 31.7 veh * hr	Yes ☑ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑ No ☐

PART B **SATISFIED YES ☑ NO ☐**

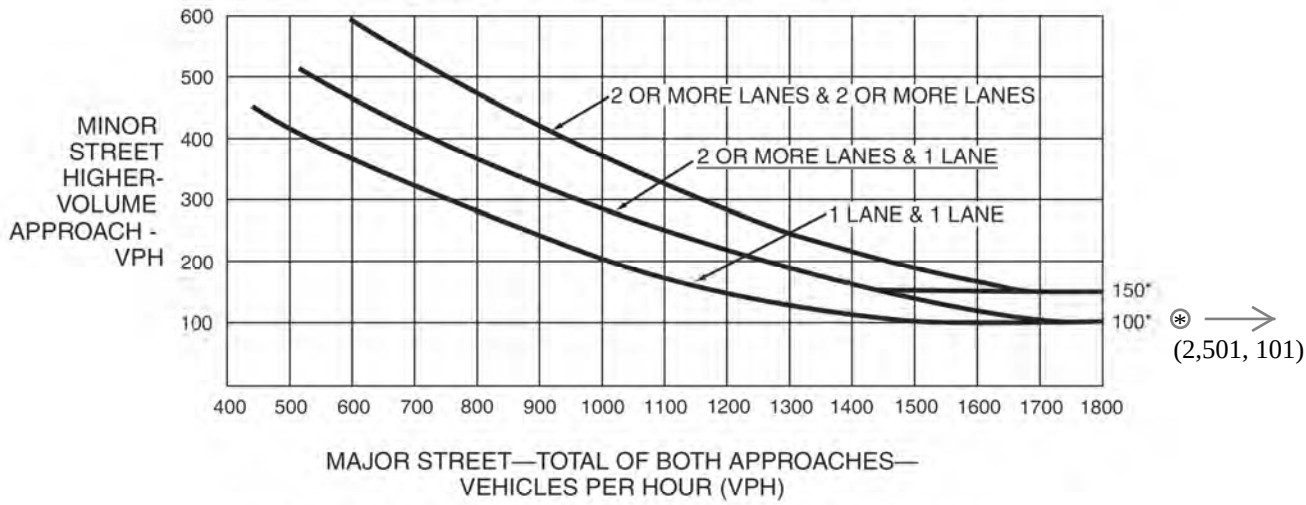
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2501	
Higher Approach - Minor Street	✓		101	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future Pre-Project Conditions - Weekday AM Peak Hour

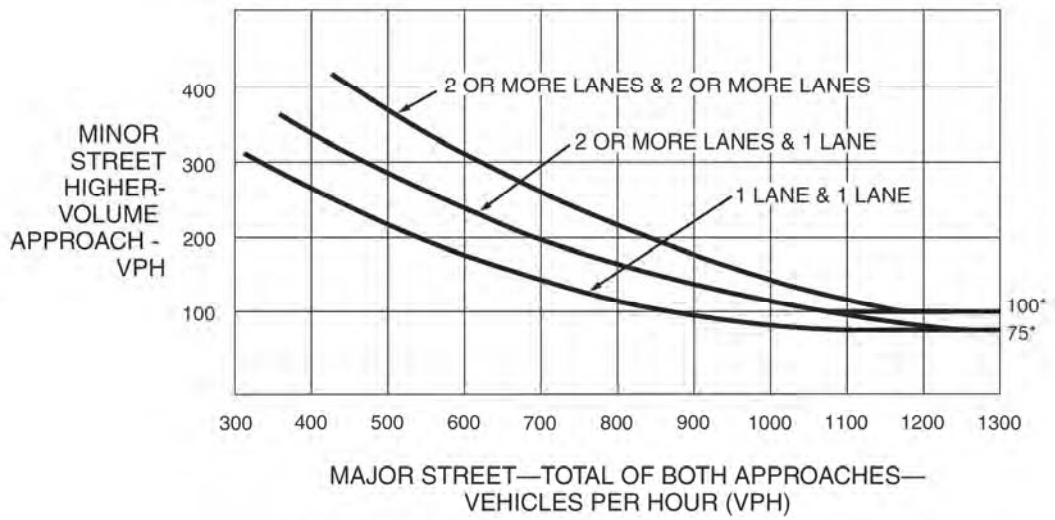
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2035 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume SATISFIED YES ☐ NO ☐
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic 100% SATISFIED YES ☐ NO ☐
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B SATISFIED YES ☐ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 101 veh * 1425.7 sec * 1 hr/3600 sec = 40.0 veh * hr	Yes ☑	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

PART B **SATISFIED YES ☑ NO ☐**

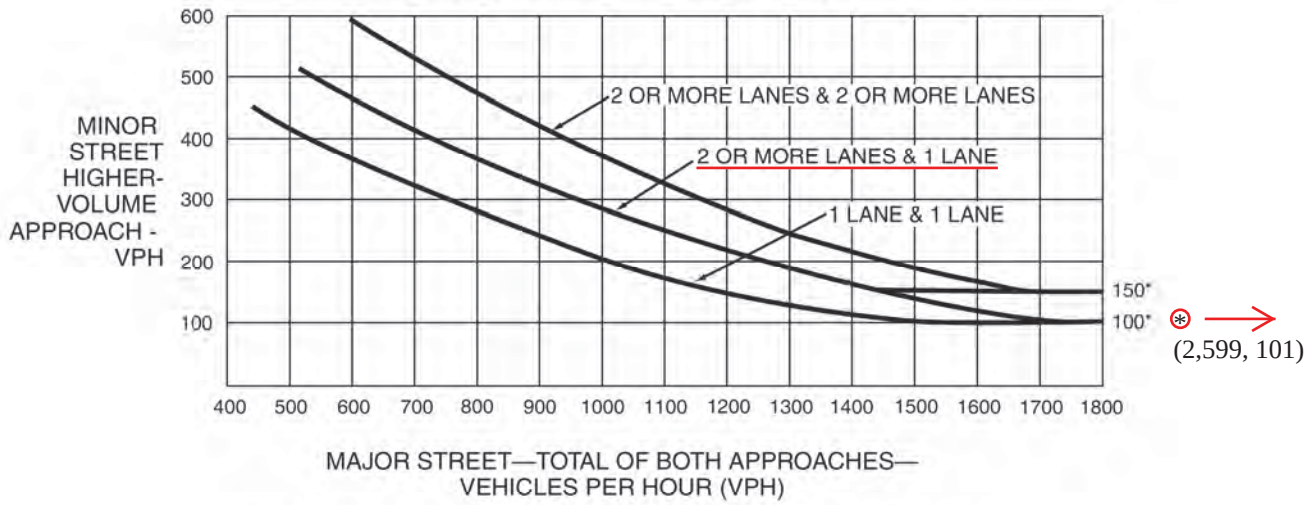
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2599	
Higher Approach - Minor Street	✓		101	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Conditions - Weekday AM Peak Hour

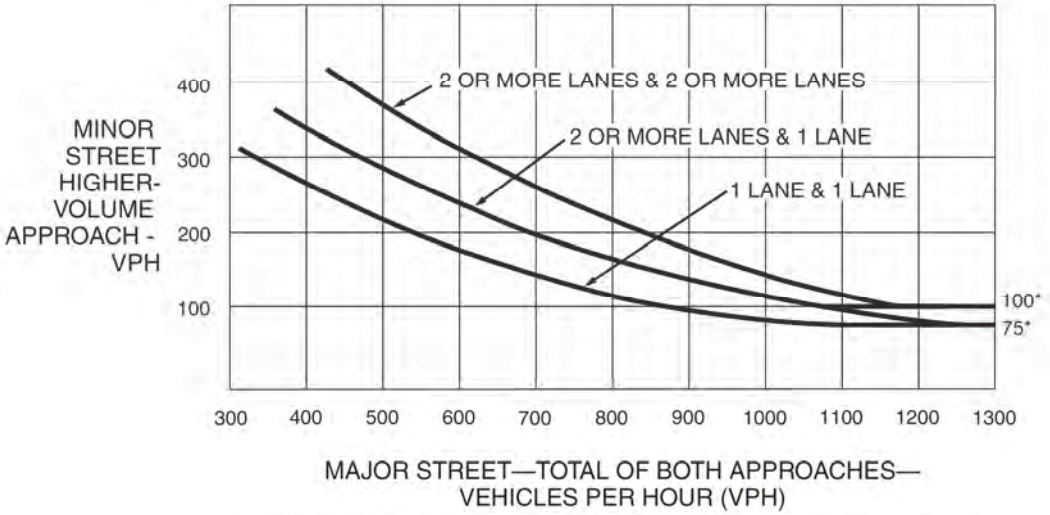
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2035 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

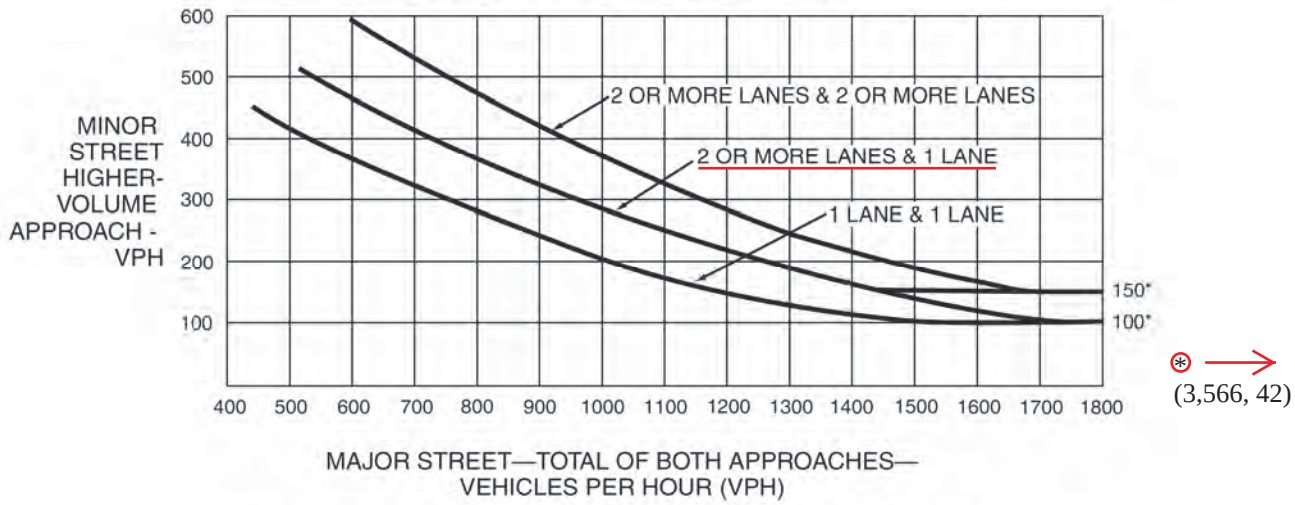
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	3566	
Higher Approach - Minor Street	✓		42	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Conditions - Weekday PM Peak Hour

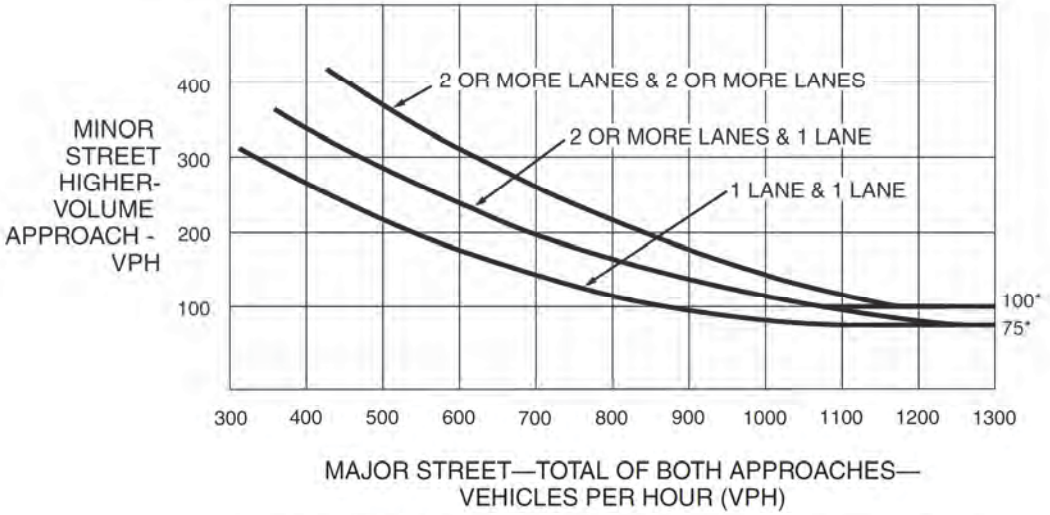
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2035 Future with Project Mitigation Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**
☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Mitigation Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

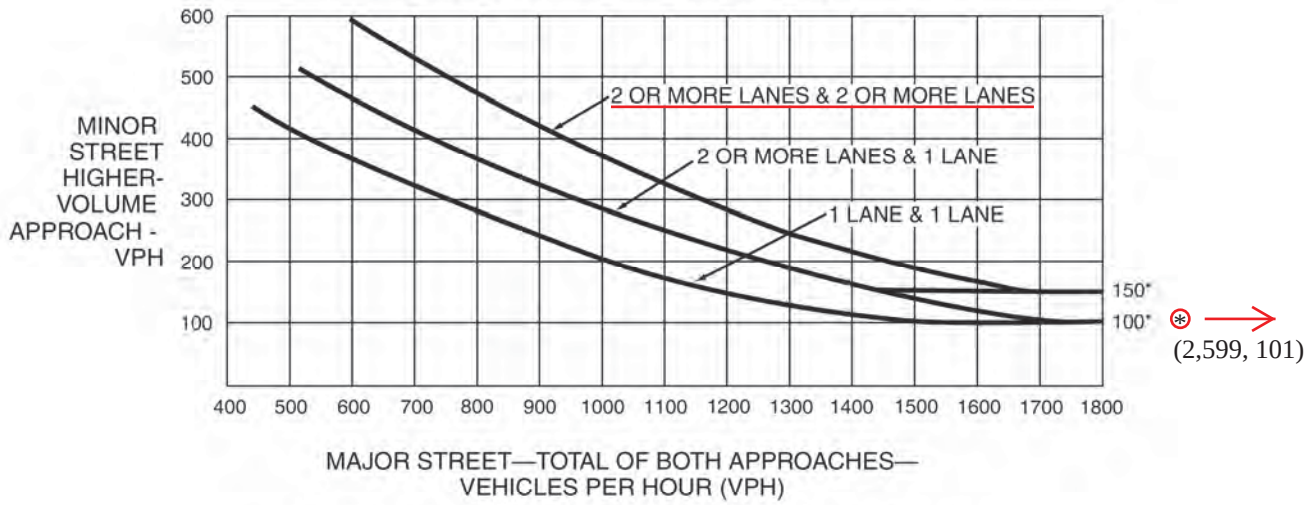
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street		✓	2599	
Higher Approach - Minor Street		✓	101	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Mitigation Conditions - Weekday AM Peak Hour

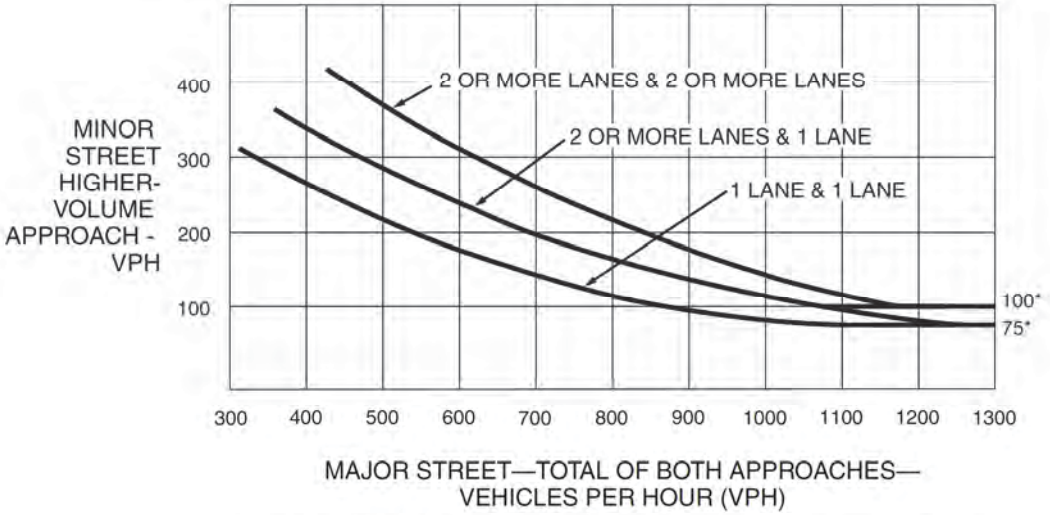
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 5 - Year 2035 Future with Project Mitigation Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: Arrow Highway — Critical Approach Speed 45 mph
Minor St: A Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Mitigation Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

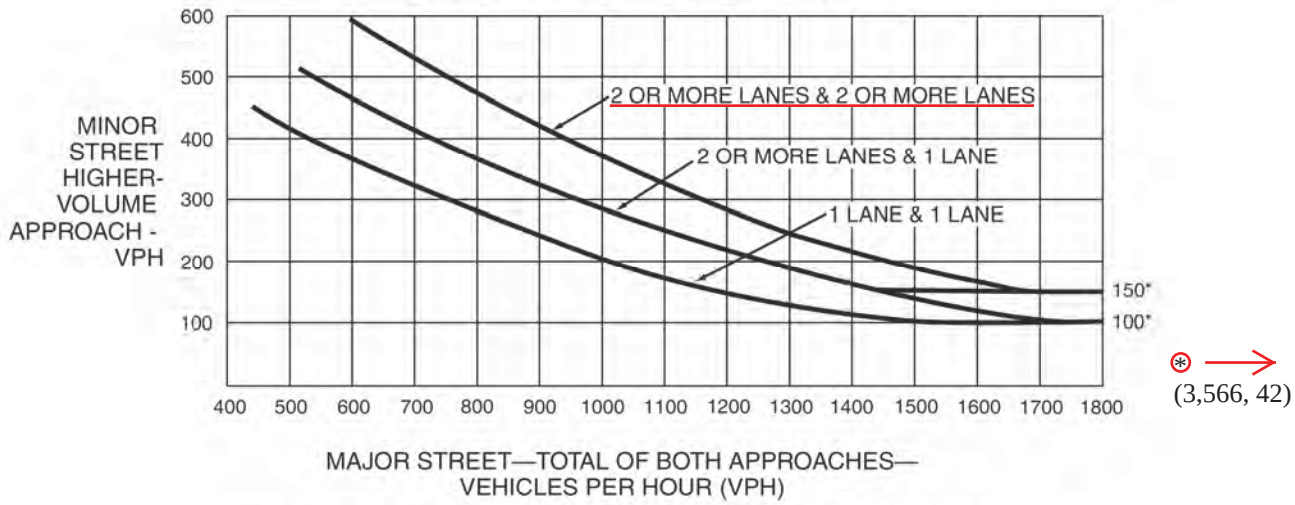
APPROACH LANES	One	2 or More	4:30 PM	Hour
Both Approaches - Major Street		✓	3566	
Higher Approach - Minor Street		✓	42	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 5 - Year 2035 Future with Project Mitigation Conditions - Weekday PM Peak Hour

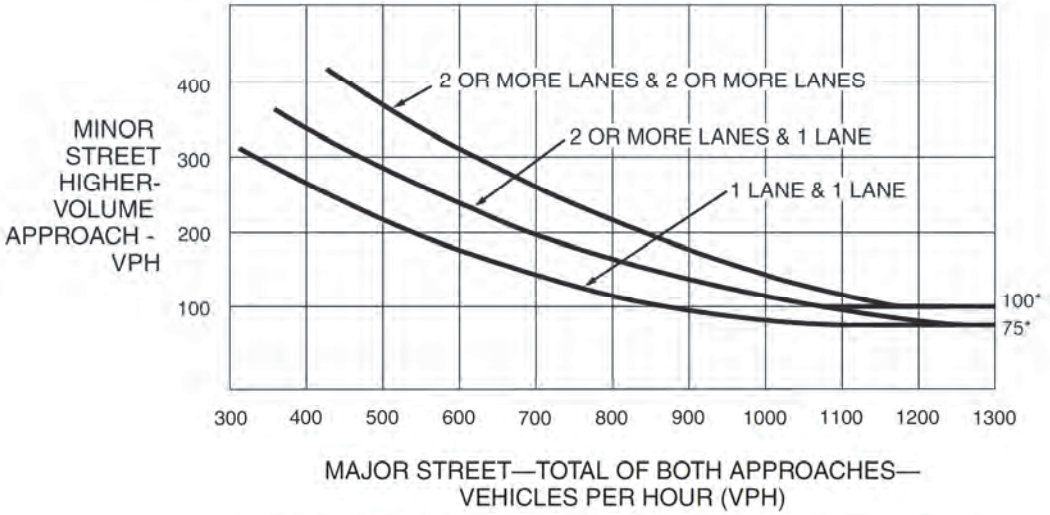
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 6 - Existing with Phase I Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: B Street — Critical Approach Speed 25/35 mph
Minor St: Bonita Street — Critical Approach Speed 30/35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 173 veh * 92.7 sec * 1 hr/3600 sec = 4.5 veh * hr	Yes ☑	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

PART B **SATISFIED YES ☑ NO ☐**

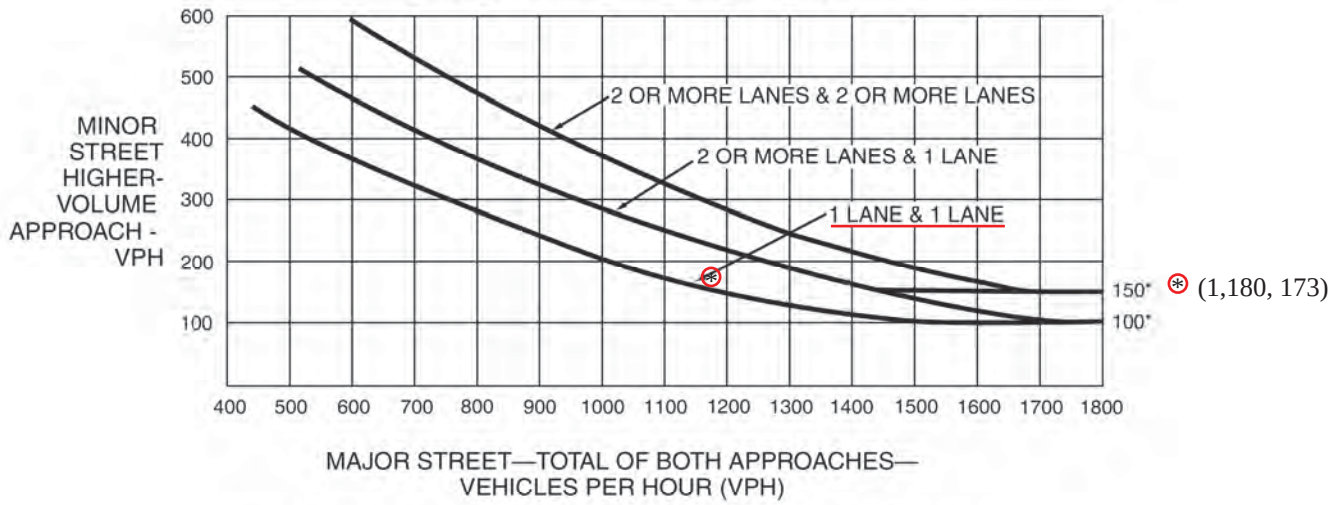
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street	✓		1180	
Higher Approach - Minor Street	✓		173	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I Conditions - Weekday AM Peak Hour

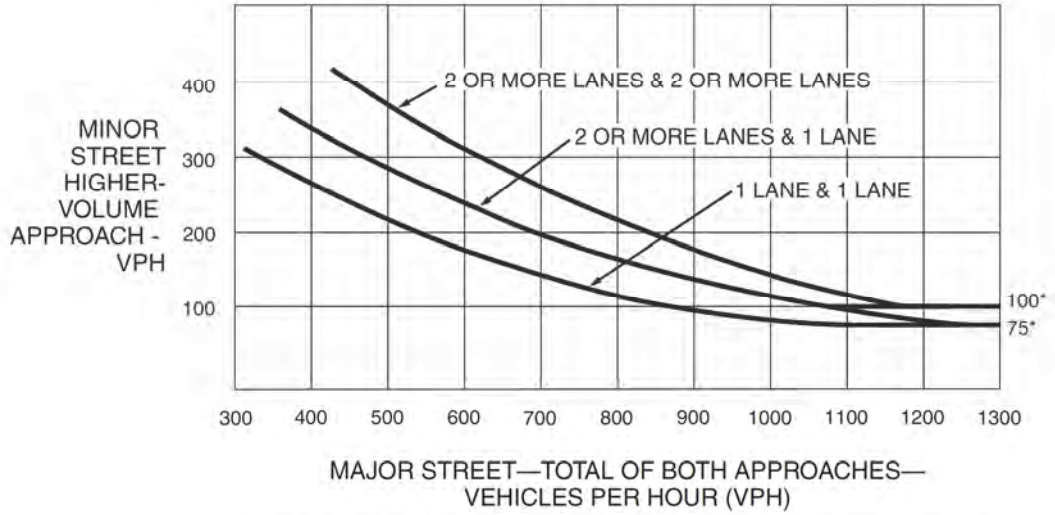
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 6 - Existing with Phase I Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: B Street — Critical Approach Speed 25/35 mph
Minor St: Bonita Street — Critical Approach Speed 30/35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**
☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

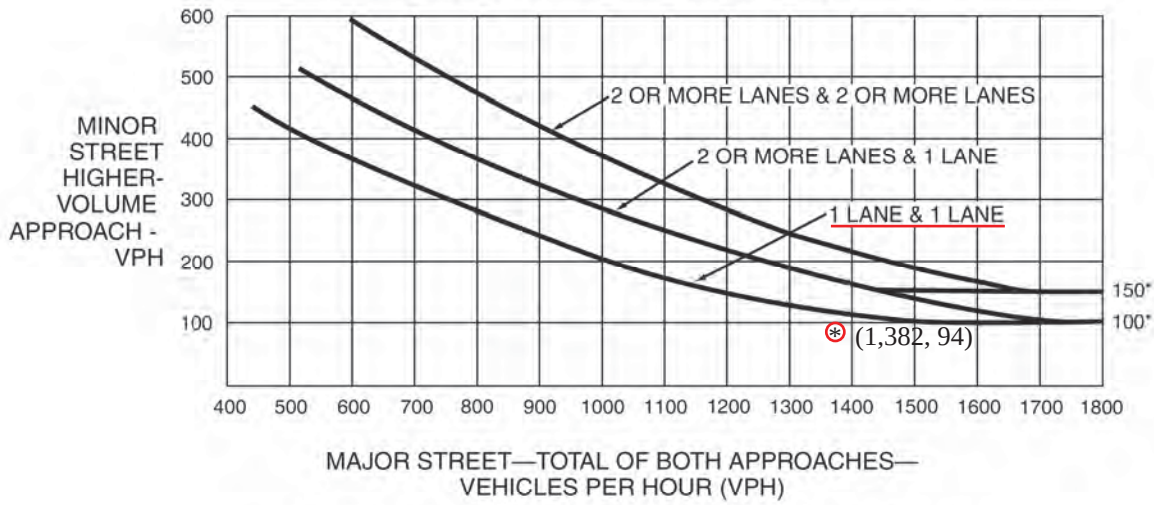
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1382	
Higher Approach - Minor Street	✓		94	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I Conditions - Weekday PM Peak Hour

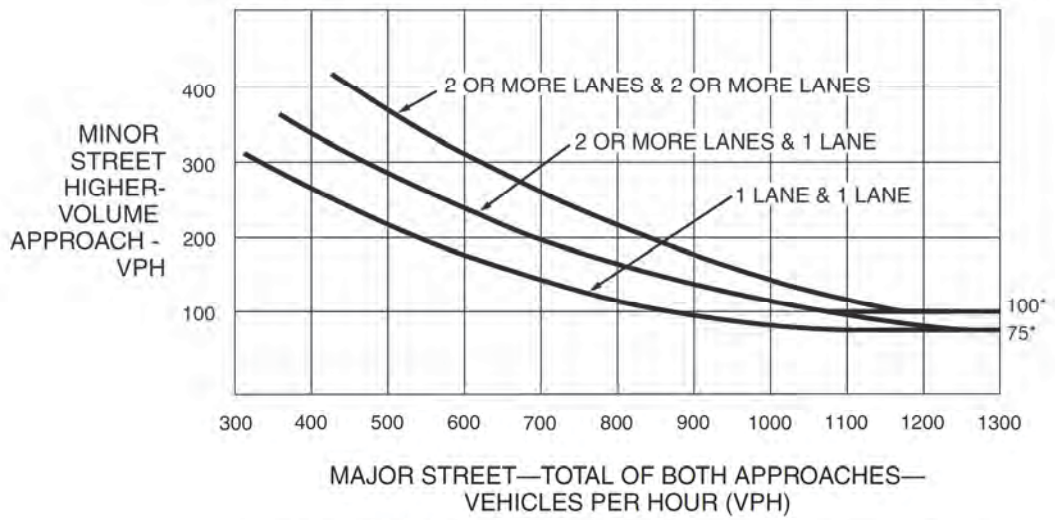
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 6 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: B Street — Critical Approach Speed 25/35 mph
Minor St: Bonita Street — Critical Approach Speed 30/35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 173 veh * 404.9 sec * 1 hr/3600 sec = 19.5 veh * hr	Yes ☑	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

PART B **SATISFIED YES ☑ NO ☐**

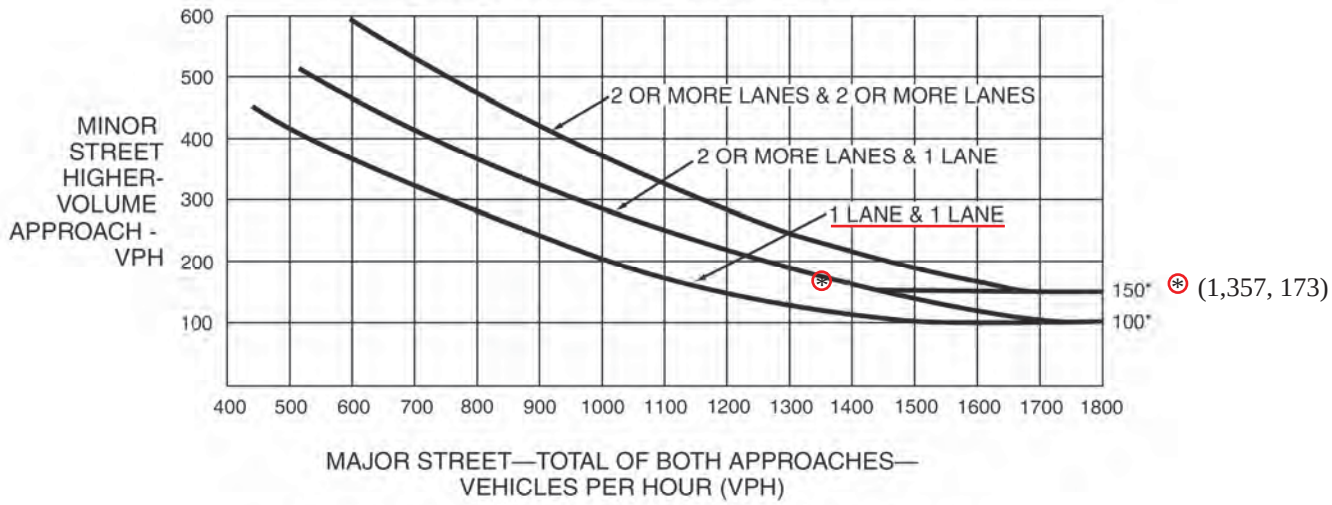
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street	✓		1357	
Higher Approach - Minor Street	✓		173	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

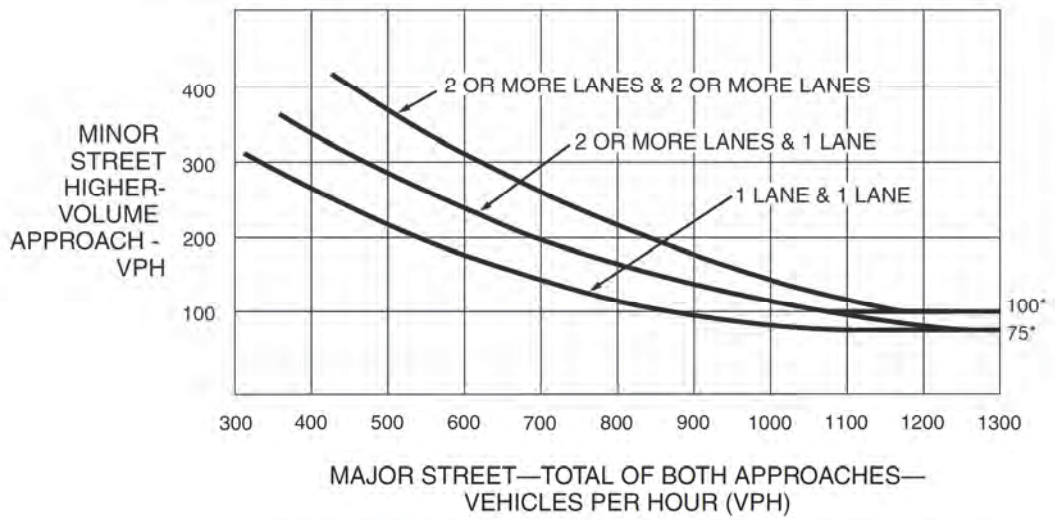
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 6 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: B Street — Critical Approach Speed 25/35 mph
Minor St: Bonita Street — Critical Approach Speed 30/35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 161 veh * 322.5 sec * 1 hr/3600 sec = 14.4 veh * hr	Yes ☑ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑ No ☐

PART B **SATISFIED YES ☑ NO ☐**

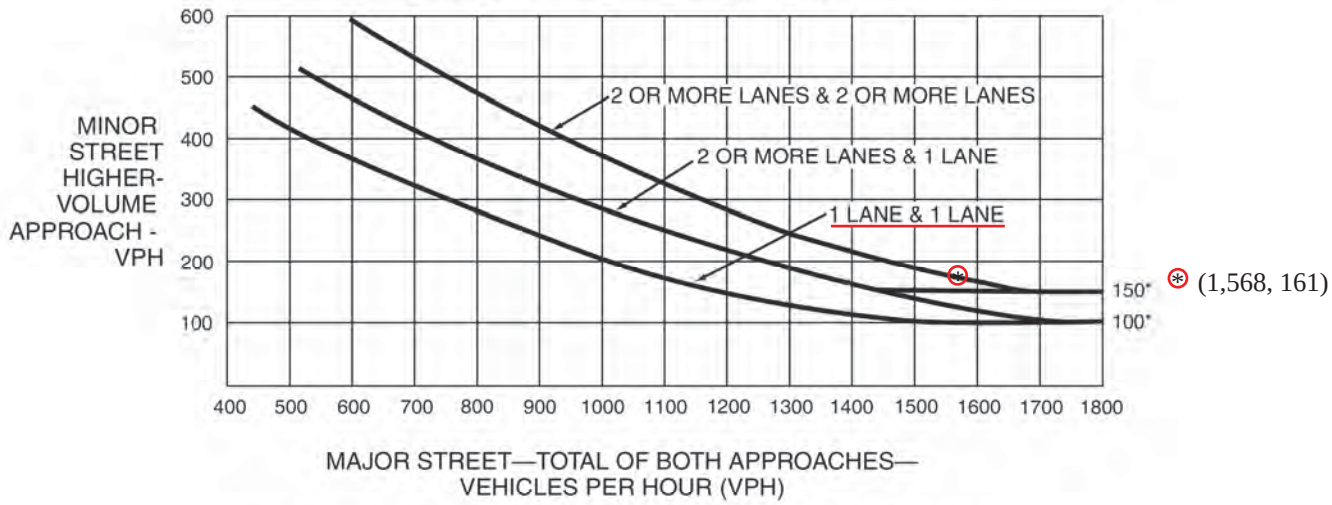
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1568	
Higher Approach - Minor Street	✓		161	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

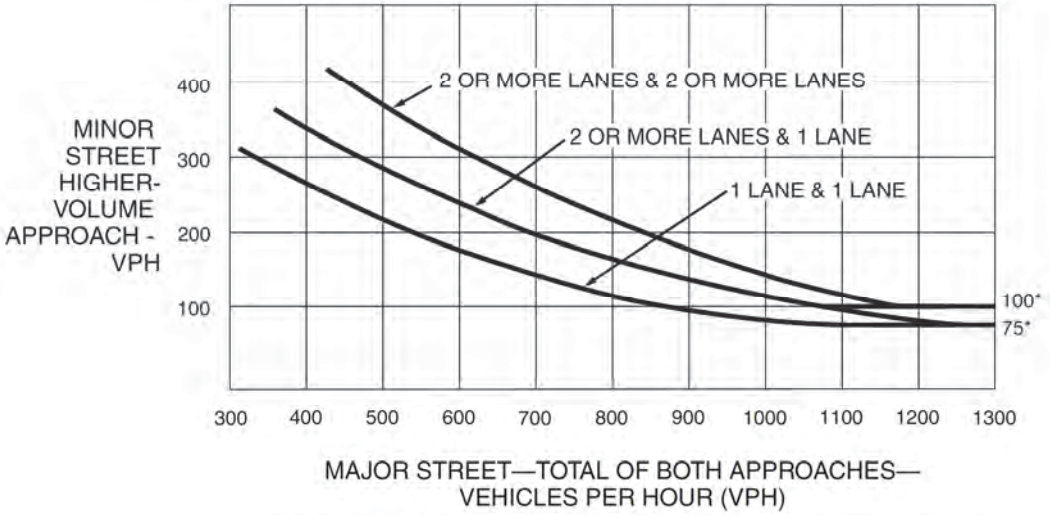
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 6 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: B Street — Critical Approach Speed 25/35 mph
Minor St: Bonita Street — Critical Approach Speed 30/35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 173 veh * 418.6 sec * 1 hr/3600 sec = 20.1 veh * hr	Yes ☑ No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑ No ☐

PART B **SATISFIED YES ☑ NO ☐**

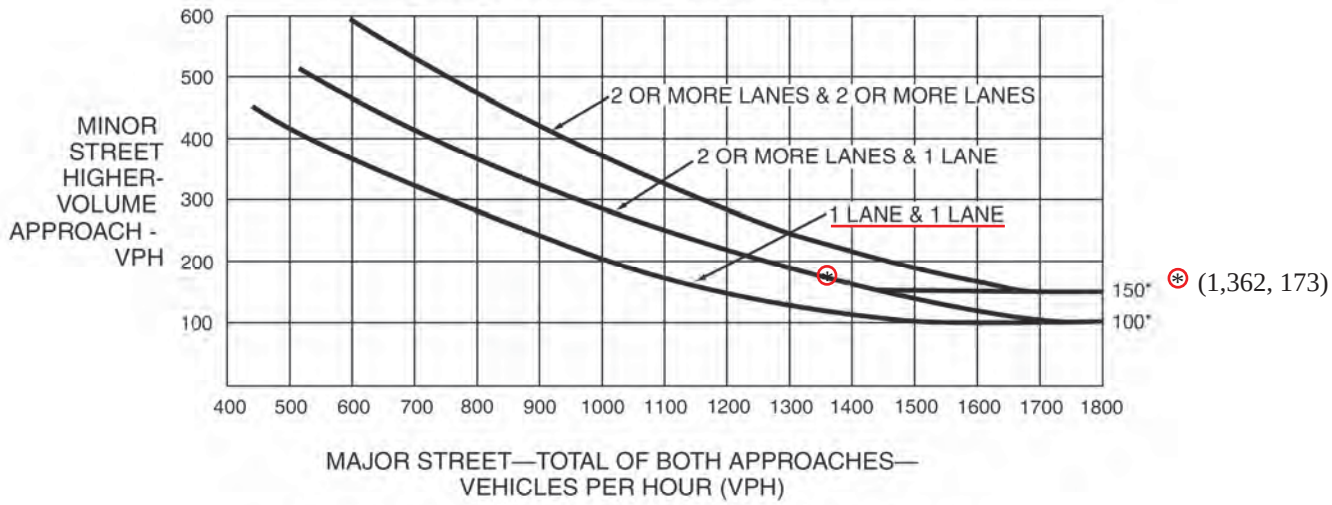
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street	✓		1362	
Higher Approach - Minor Street	✓		173	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

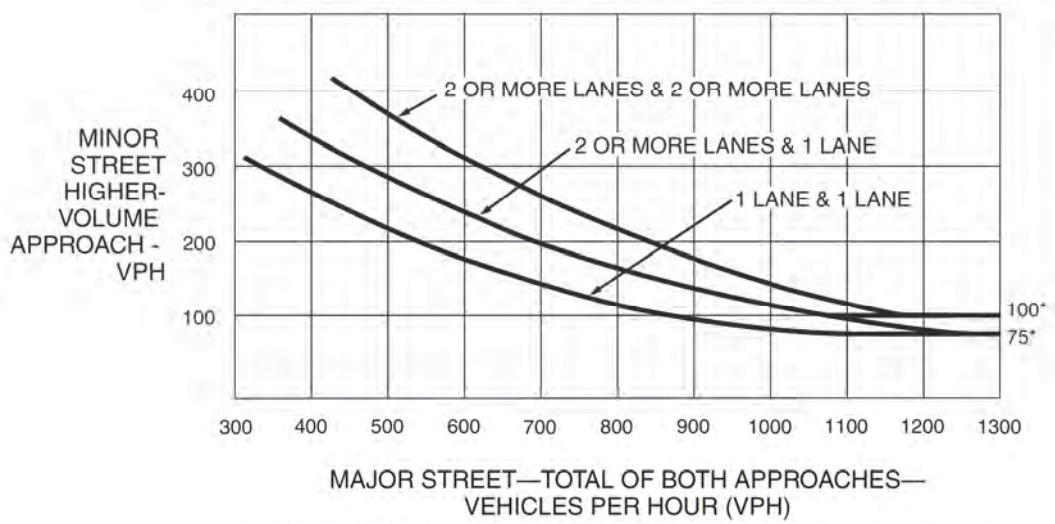
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int. 6 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: B Street — Critical Approach Speed 25/35 mph
Minor St: Bonita Street — Critical Approach Speed 30/35 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☑ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☑ NO ☐**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND 161 veh * 340.5 sec * 1 hr/3600 sec = 15.2 veh * hr	Yes ☑	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑	No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑	No ☐

PART B **SATISFIED YES ☑ NO ☐**

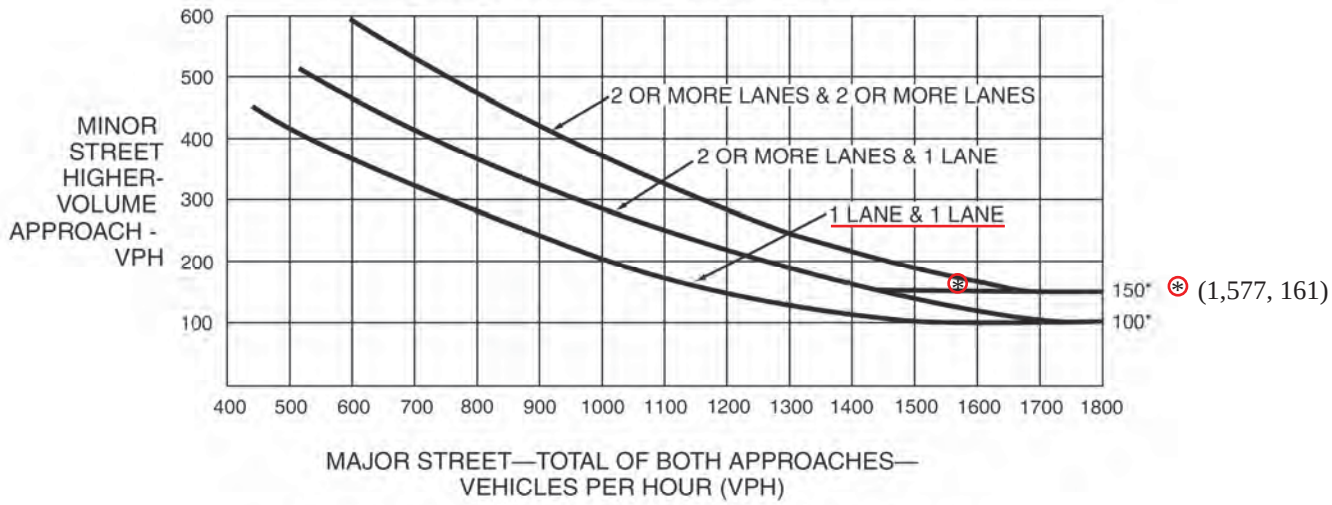
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1577	
Higher Approach - Minor Street	✓		161	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑	No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int. 6 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

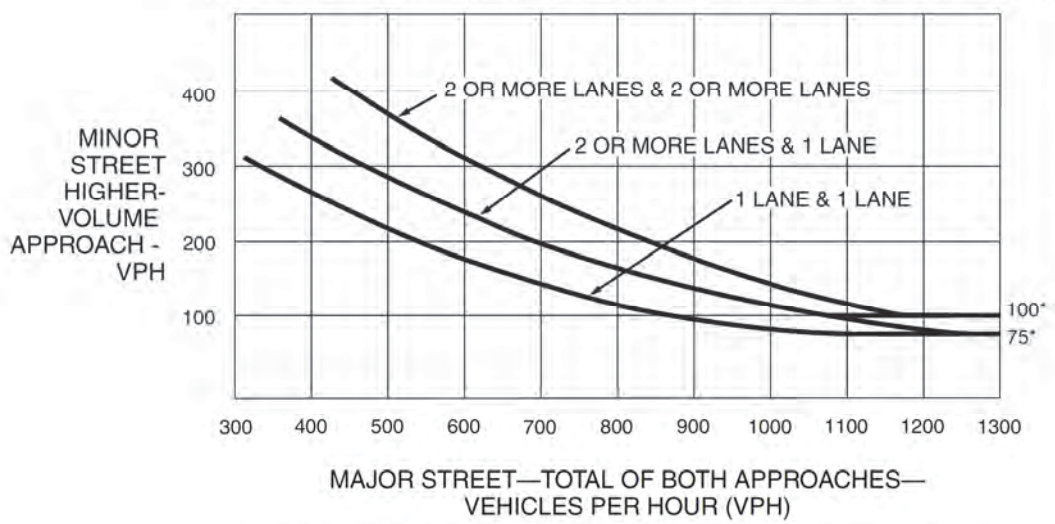
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Year 2021 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } **RURAL (R)**
☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2021 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

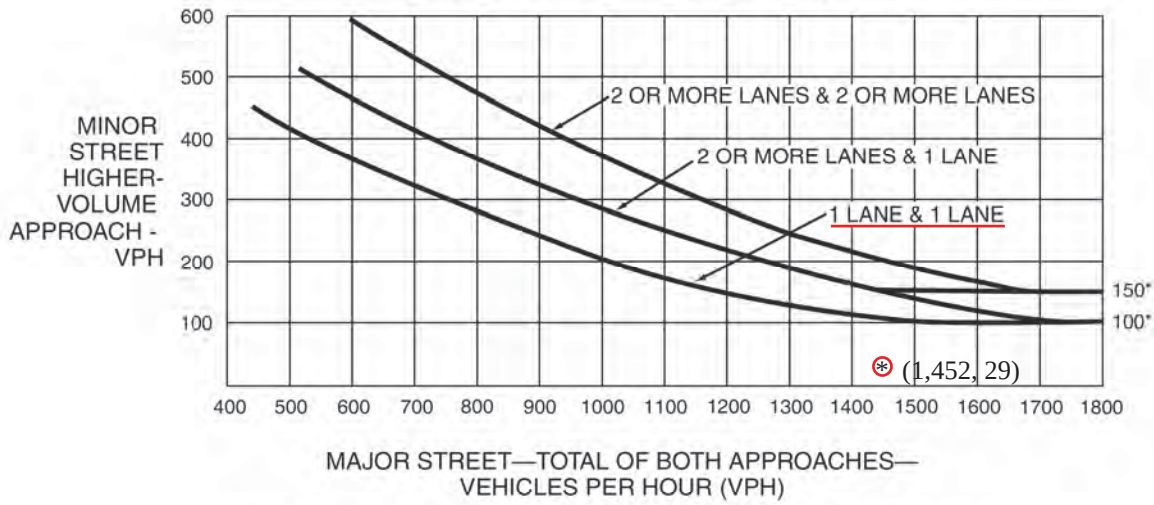
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1452	
Higher Approach - Minor Street	✓		29	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2021 Future with Project Conditions - Weekday PM Peak Hour

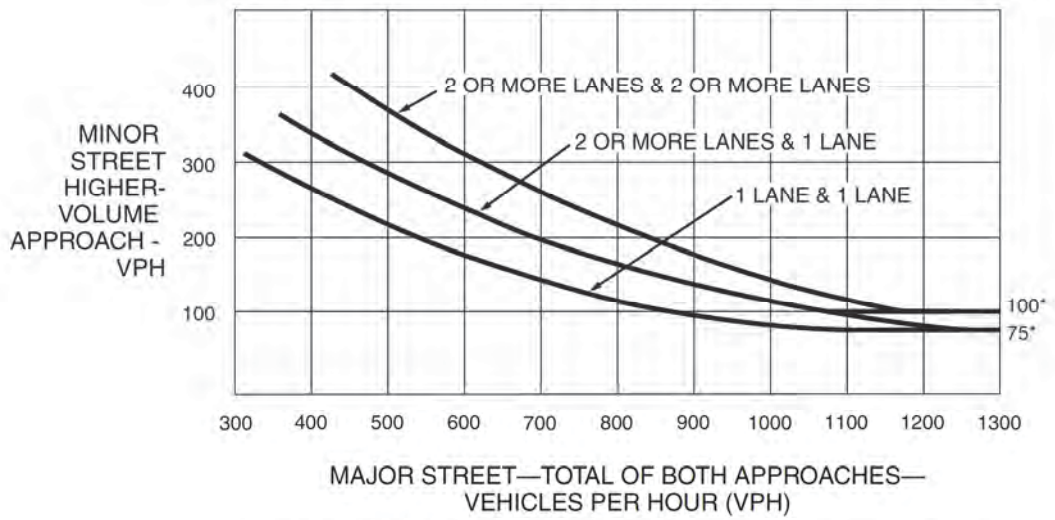
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

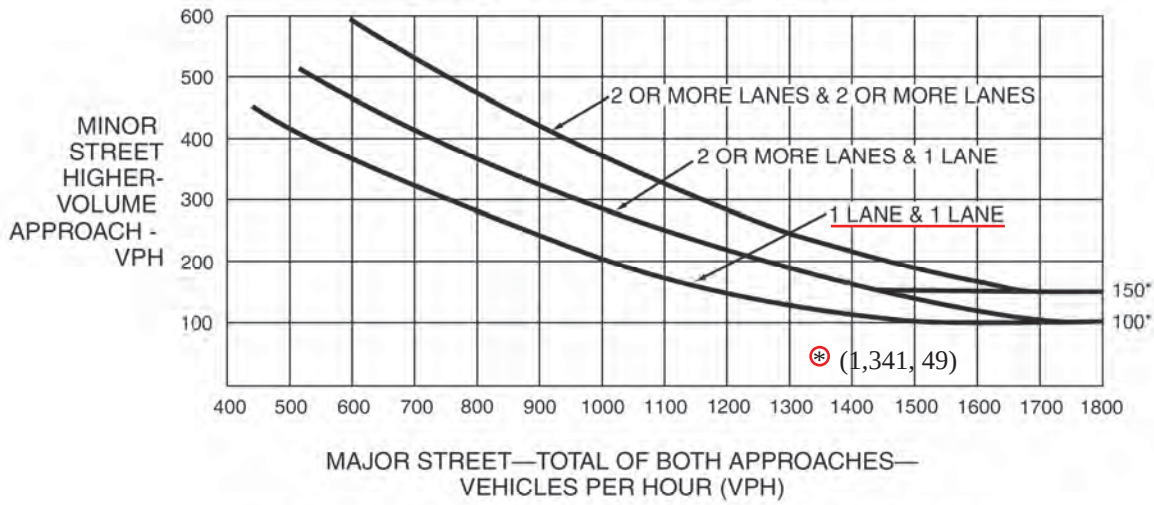
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street	✓		1341	
Higher Approach - Minor Street	✓		49	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Phase I & II Conditions - Weekday AM Peak Hour

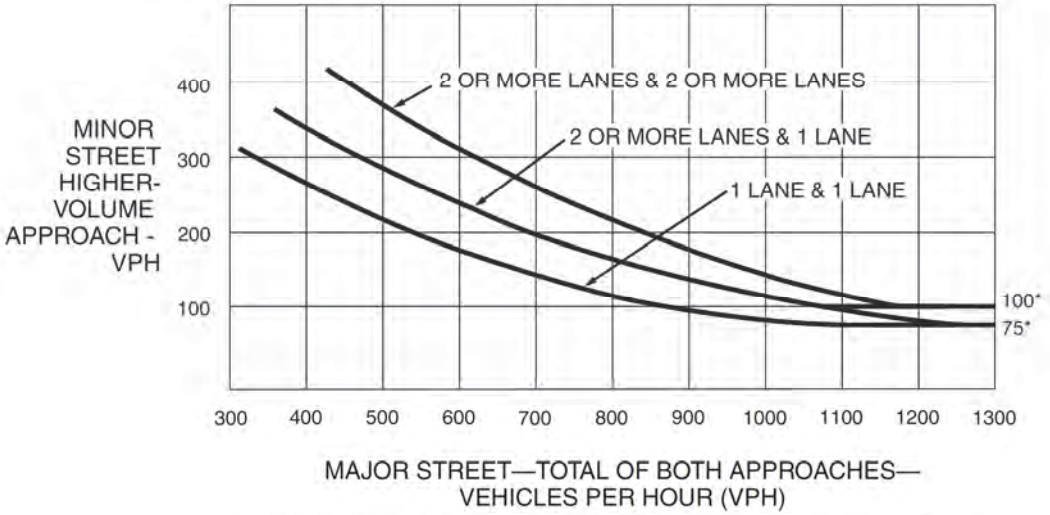
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

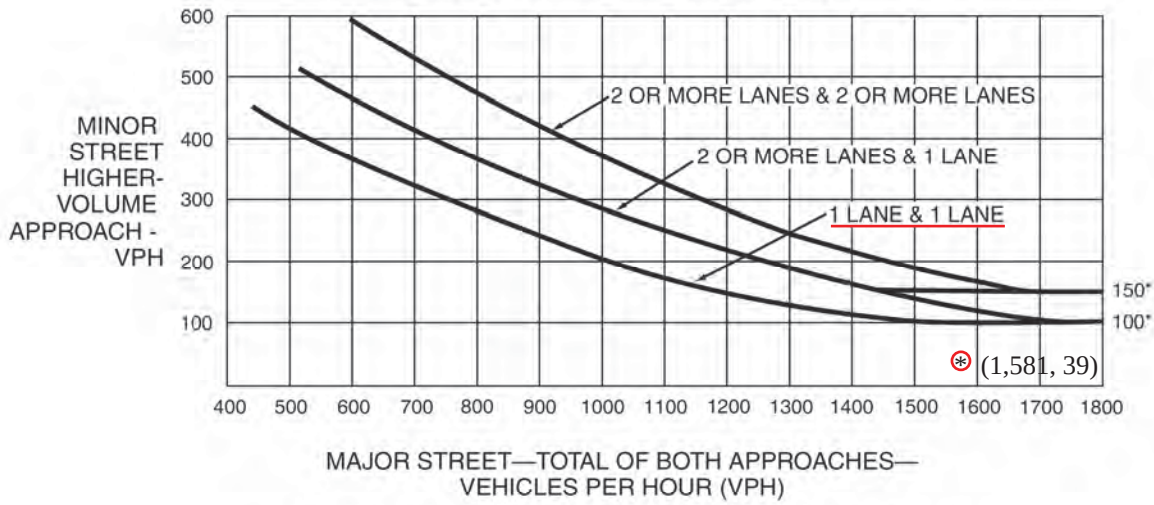
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1581	
Higher Approach - Minor Street	✓		39	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Phase I & II Conditions - Weekday PM Peak Hour

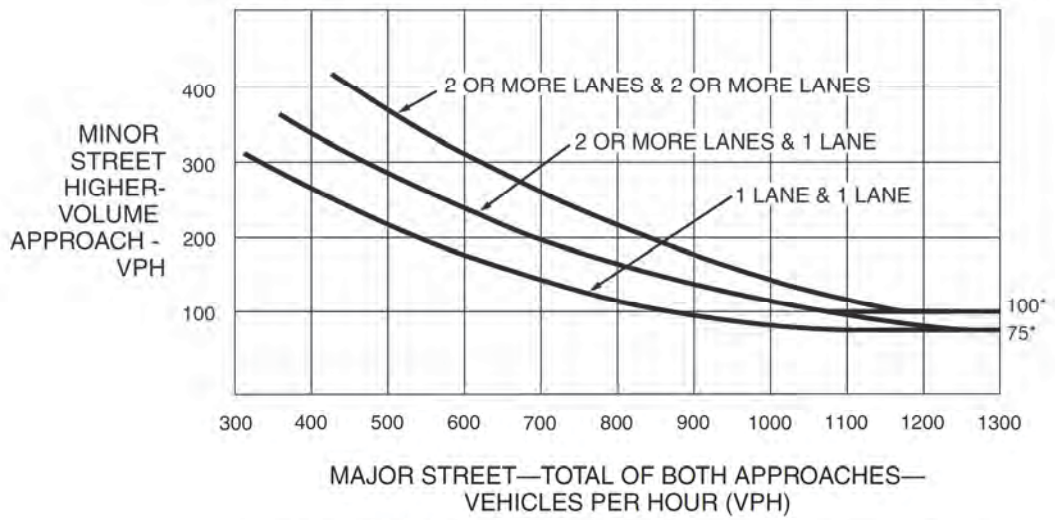
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Year 2028 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2028 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

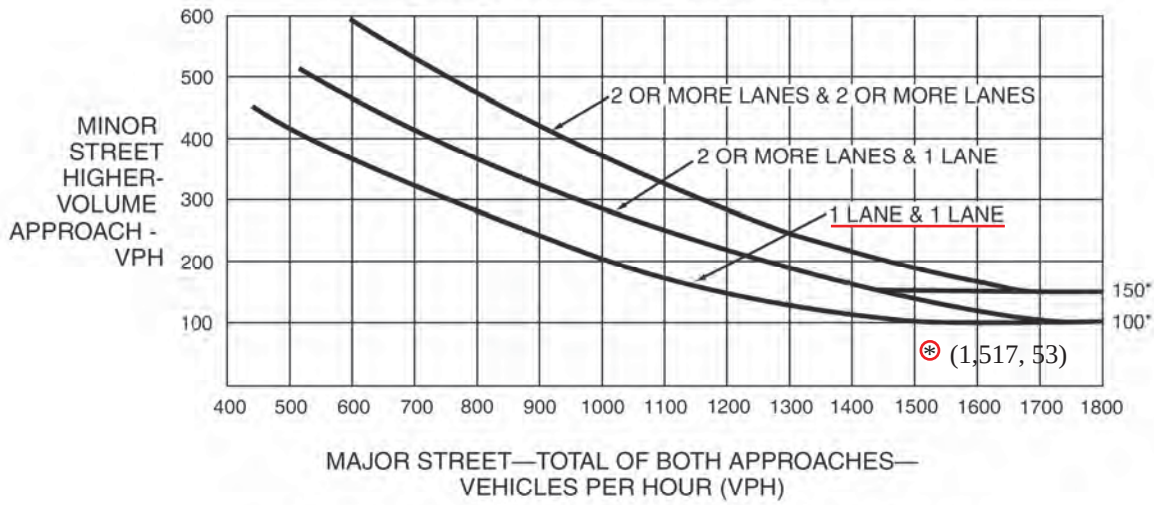
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street	✓		1517	
Higher Approach - Minor Street	✓		53	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2028 Future with Project Conditions - Weekday AM Peak Hour

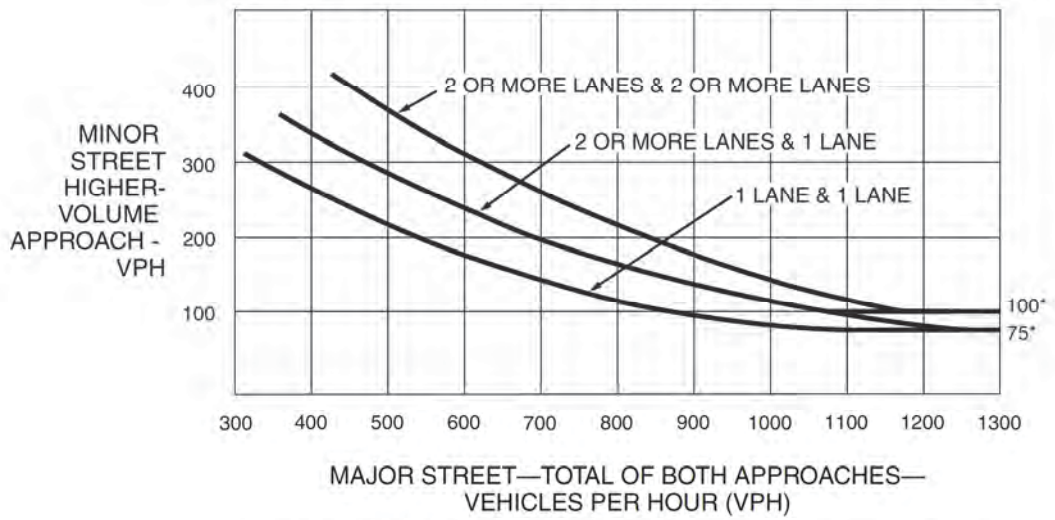
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Year 2028 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2028 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

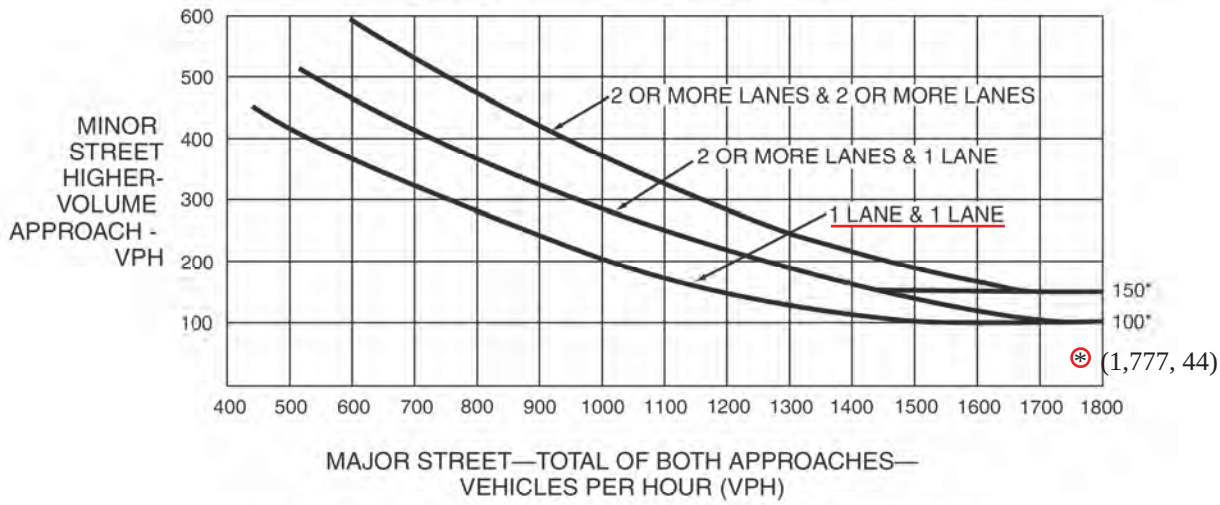
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1777	
Higher Approach - Minor Street	✓		44	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2028 Future with Project Conditions - Weekday PM Peak Hour

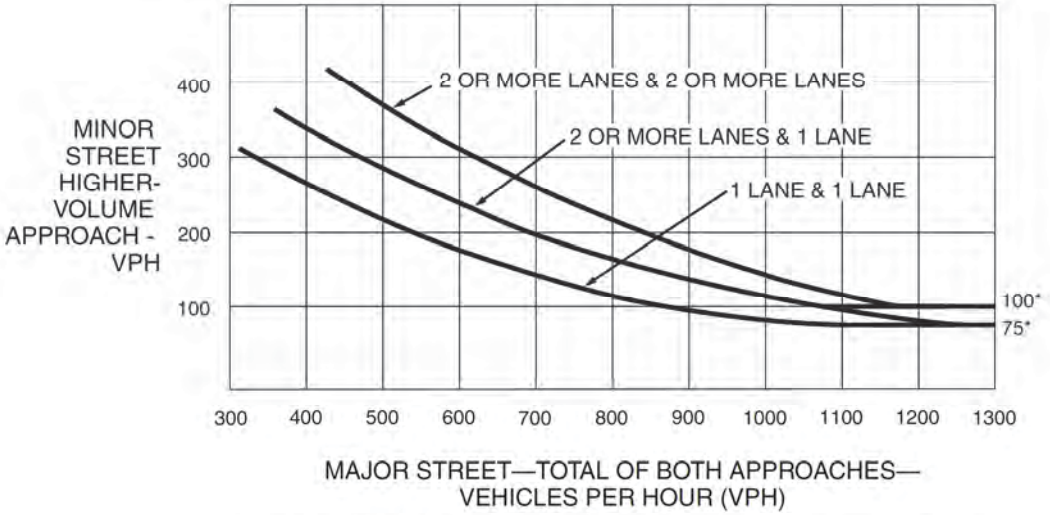
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

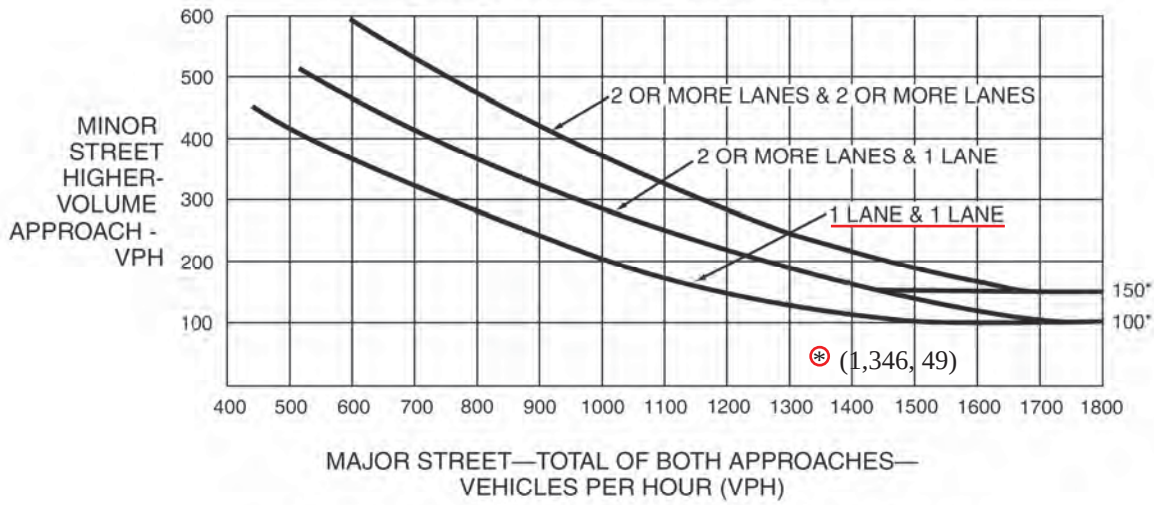
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street	✓		1346	
Higher Approach - Minor Street	✓		49	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday AM Peak Hour

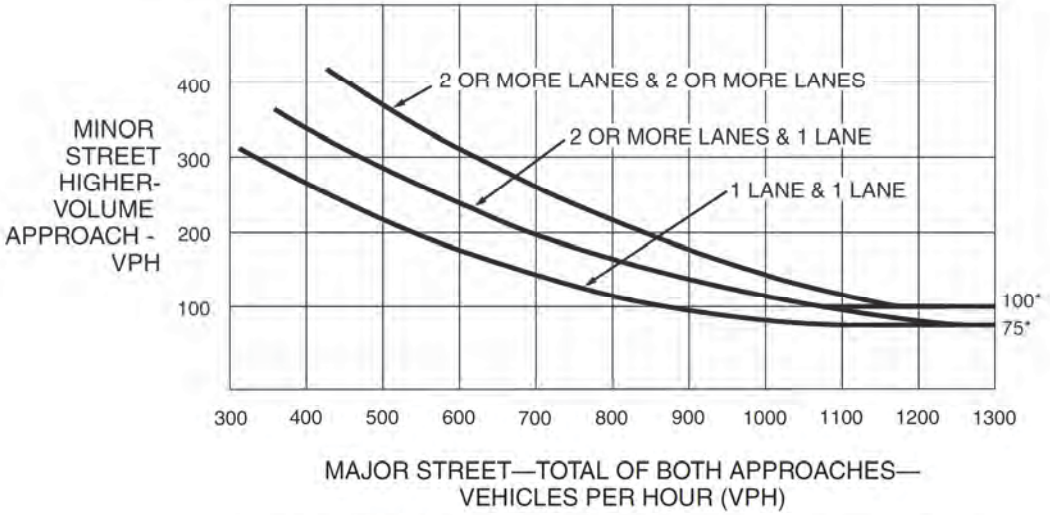
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐ or
In built up area of isolated community of < 10,000 population..... ☐ } RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

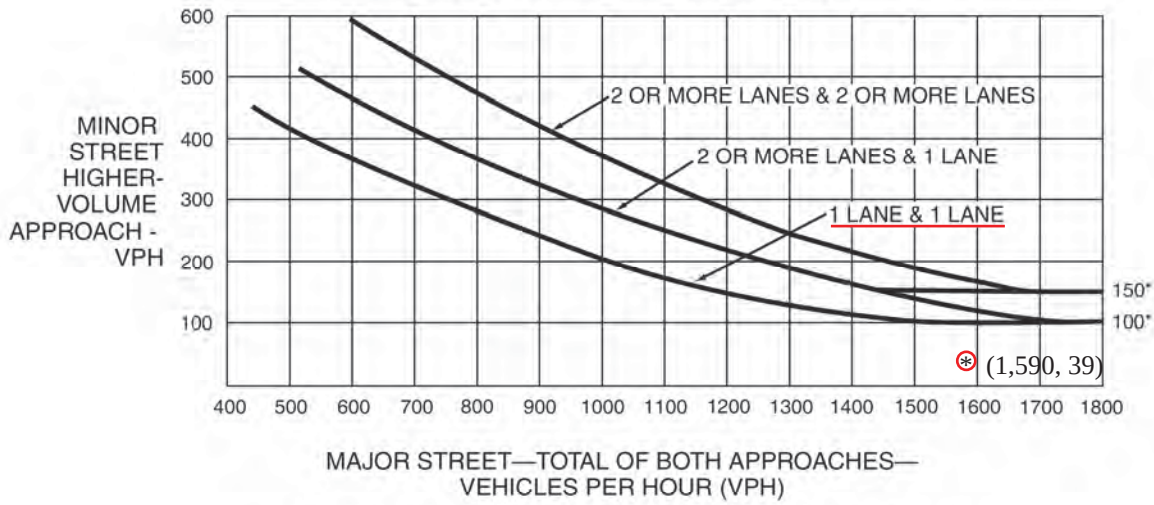
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1590	
Higher Approach - Minor Street	✓		39	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Existing with Full Buildout (Phase I, II & III) Conditions - Weekday PM Peak Hour

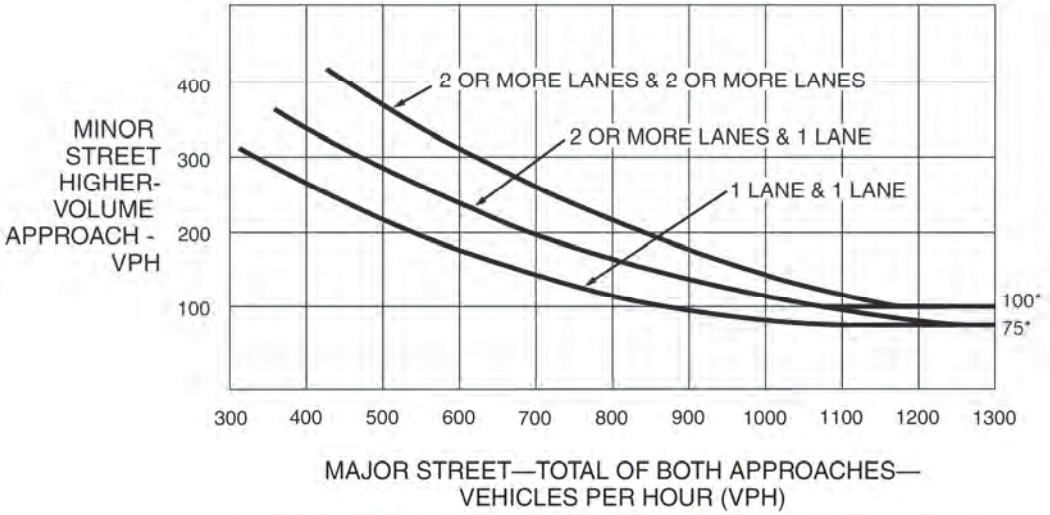
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Year 2035 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} **RURAL (R)**

☑ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2035 Future with Project Conditions - Weekday AM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

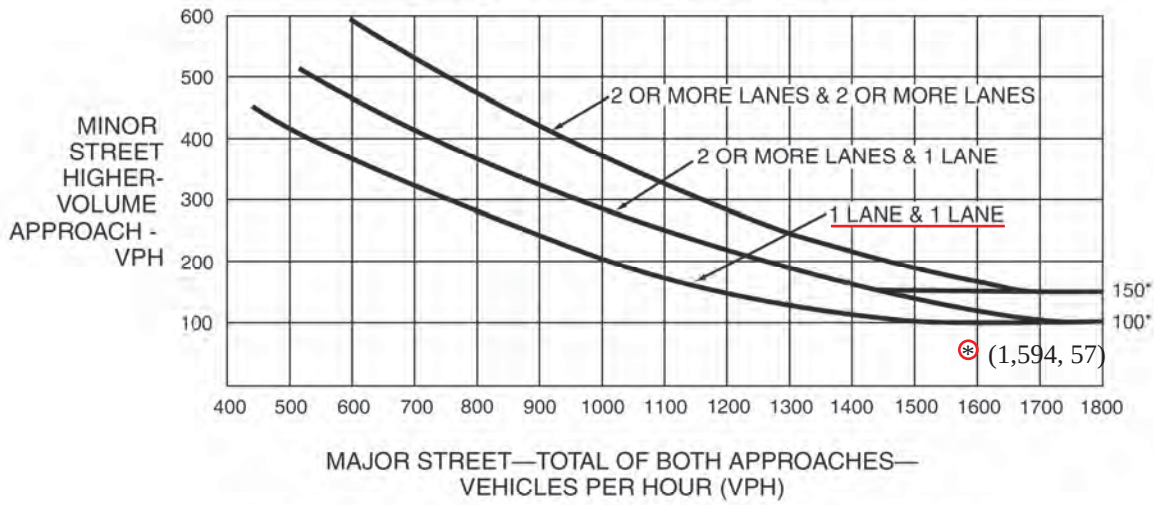
APPROACH LANES	One	2 or More	7:15 AM	Hour
Both Approaches - Major Street	✓		1594	
Higher Approach - Minor Street	✓		57	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2035 Future with Project Conditions - Weekday AM Peak Hour

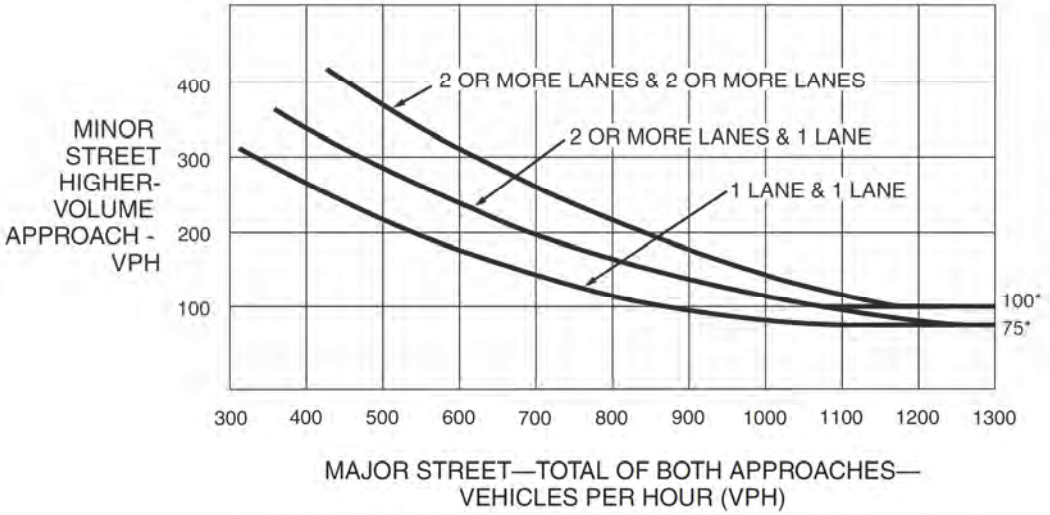
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Int.8 - Year 2035 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE September 2016
CALC GT DATE Sept. 2016
CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: C Street — Critical Approach Speed 25 mph
Minor St: Bonita Street — Critical Approach Speed 30 mph

Speed limit or critical speed on major street traffic > 40 mph..... ☐
or
In built up area of isolated community of < 10,000 population..... ☐
} RURAL (R)
☑ URBAN (U)

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☐ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)									
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)									

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☐**
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

Combination of Conditions A & B **SATISFIED YES ☐ NO ☐**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2035 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☐**

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street							
Higher Approach - Minor Street							

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐	No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐	No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☑**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☑**
(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐	No ☐
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☐	No ☑
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐	No ☐

PART B **SATISFIED YES ☐ NO ☑**

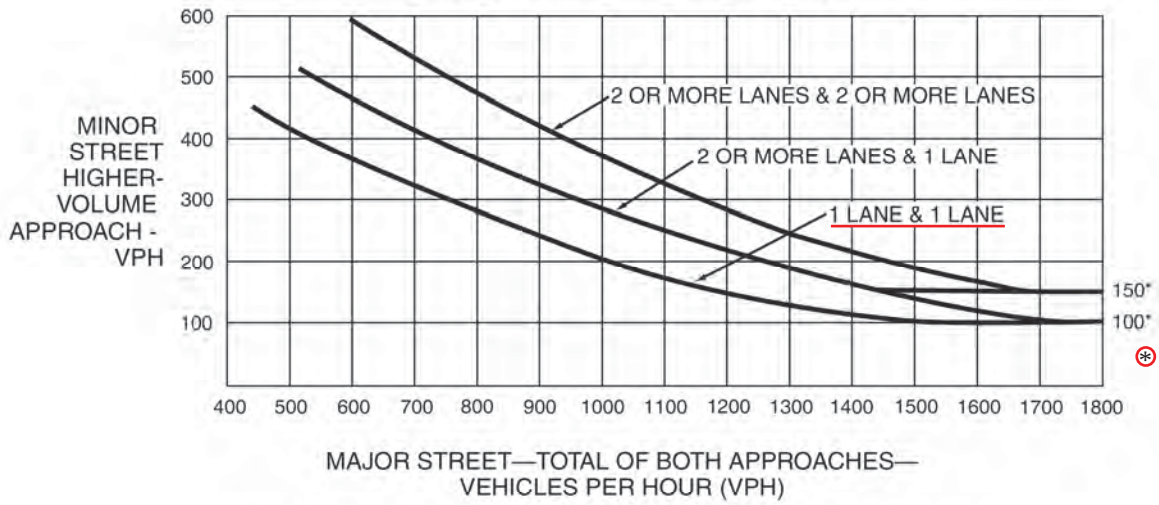
APPROACH LANES	One	2 or More	5:00 PM	Hour
Both Approaches - Major Street	✓		1874	
Higher Approach - Minor Street	✓		46	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐	No ☑
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐	No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Int.8 - Year 2035 Future with Project Conditions - Weekday PM Peak Hour

Figure 4C-3. Warrant 3, Peak Hour

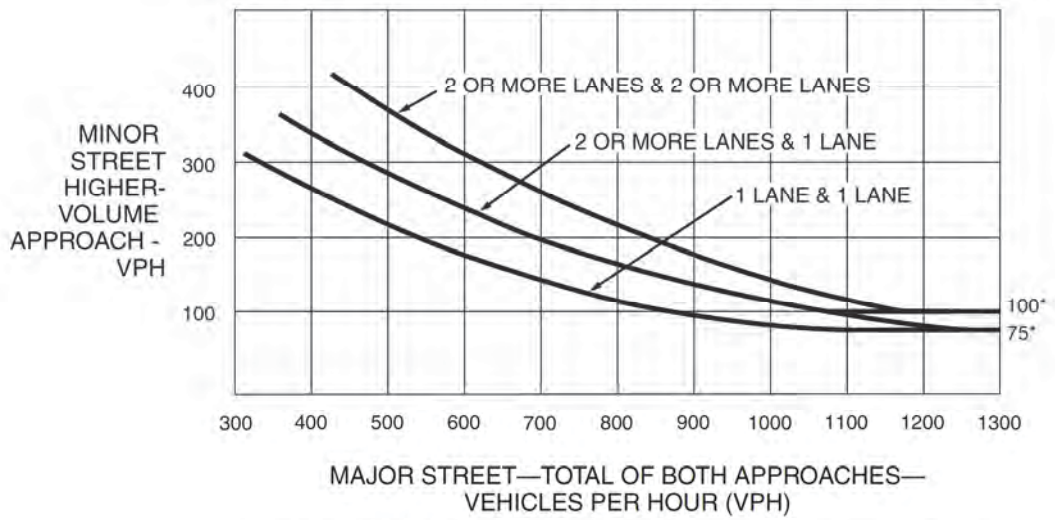


(1,874, 46)

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Appendix F

University of La Verne Facilities and Technology Master Plan

University of La Verne
Facilities and Technology Master Plan

November, 2016

UNIVERSITY OF LA VERNE

LPA
INTEGRATED PLANNING

Welcome

WELCOME

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INTRODUCTION AND OVERVIEW

The development of the Facility and Technology Master Plan was guided by the University's 2020 Strategic Vision which was adopted by the Board of Trustees in May 2013. The 2020 Strategic Vision presented the vision for the direction of the University of La Verne. As the next element of planning for the future, President Devorah Lieberman initiated a process to create a new Campus Master Plan that would describe the physical and technological development necessary to support the Strategic Vision of the University.

The University of La Verne Facilities and Technology Master Plan was guided by a Master Plan Advisory Committee, who began work in fall of 2013. The Advisory Committee consisted of faculty from each of the four academic colleges, administrators, students, alumni and members from the Board of Trustees. To assist in the Master Plan process, the Advisory Committee selected a nationally prominent planning firm, LPA, Inc. based in Irvine, California. LPA, Inc. brought extensive experience in university campus planning. The creation of the Master Plan drew upon vast outreach to the campus community as well as to residents of the City of La Verne. Thirty three "Visioning Sessions" were held that involved more than 1,000 students, staff, faculty, trustees and neighborhood residents. Social media was also used to obtain additional feedback.

The result of the Master Plan process is a physical development plan that extends, in three six-year phases, to the year 2035, as well as a policy plan that will guide the University in its facility and technology strategic investments. The plan gives priority attention to academic and co-curricular learning spaces, as well as technology improvements that enhance and support the educational process.

A major conclusion of the Master Plan is that the central La Verne campus can accommodate future academic and student service needs by building more density into future facilities. The La Verne campus will be converted into a more human scale by closing internal streets and creating a pedestrian focused campus, with expanded parking capacity built on the periphery. The plan also concludes that Campus West is the appropriate location to consolidate all athletic functions currently on the downtown La Verne campus, although such relocation may occur decades into the future. In addition, for the Regional Campuses and the College of Law in Ontario, it is essential that any location where La Verne provides academic programs, the facilities should be designed and branded, and served with high capacity technology, so that the La Verne experience is fulfilled wherever La Verne students are engaged.

The primary themes that emerged in the Master Plan are:

- Create academic capacity for classrooms, labs, offices and student lounge space
- Create a more pedestrian campus that will close major streets that currently dissect the campus, create a well-defined University District with clear edges and entrances to the campus and a more nurturing landscape
- Create more parking capacity and expand different modes to access the campus
- Create a more residential campus and add a more vibrant student life experience
- Create capacity for integrating and enlarging the role of technology in the academic and administrative life of the University
- Create a stronger campus image and identity that includes prominent gateways, signage, way-finding and landscaping
- Create a linkage with Regional Campuses and the College of law that emphasizes the La Verne identity, and creates similar classroom design at every campus with modern, flexible and robust technology access
- Create a plan for the utilization and development of Campus West including the movement of athletic facilities from the downtown La Verne campus
- Create an environmentally responsible and sustainable campus
- Strengthen the City and Community partnership by fostering an inclusive process that addresses the vision and interests of all the involved parties.

PURPOSE OF THIS DOCUMENT

The purpose of the Facilities and Technology Master Plan is to serve as a guide for the University development of new buildings and the update of existing facilities. The flexible framework of the document allows the University to adapt and adjust to the changes in academic initiatives and/or programs, or in changes in pedagogy, technology, student populations, or fluctuations in resources. Development phases and projects can be accelerated if funding is available or if campus needs identity that the improvements should proceed in a different order.

This document provides the history behind the university's evolution and creates a clear context and point of reference for future physical development. The Master Plan describes phasing plans for implementation of the Master Plan: Phase I is from 2015-2021, Phase II is from 2022-2028 and Phase III is from 2029-2035. In addition the Master Plan describes initiatives to address technology, campus identity, sustainability, campus-planning concepts and guiding parameters.

LA VERNE CAMPUS AND CAMPUS WEST DEVELOPMENT PHASES

The phasing plan for the La Verne Campus and Campus West is divided into three phases that starts from current conditions and stretches to the year 2035. Maximum flexibility and adaptability requires that the phasing specify no particular sequence for completion of each indicated project. A basic level of sequencing is illustrated to propose physical growth and development of new buildings and facilities while maintaining a fully functioning campus. The actual program components that will occupy each proposed new facility will be defined during programming that will occur as part of the implementation of the Master Plan.

PHASE I GOALS (2015 - 2021)

1. Construct a Multicultural Center adjacent to the new academic building that will replace the chapel and allow for interfaith and multicultural programs. This project will require the demolition of the existing chapel. This new center will be integrated with the renovated Brandt Hall.
2. Construct a prominent "gateway" academic building on the north end of the existing north-south mall, facing Bonita Avenue, which includes an archway that allows a view from Bonita Avenue to Founders Hall.
3. Develop a more pedestrian oriented campus by closing (except for emergency access) C Street below 3rd Street, and 2nd Street in front of the Abraham Campus Center.
4. Construct a new residence hall and dining facility in the area to the south of the Abraham Campus Center. The existing Studabaker-Hanawalt residence hall will be demolished when the new residence hall opens and a parking lot will be constructed on the site.
5. Construct a second central services physical plant in the parking lot north of Woody Hall to serve the existing and new buildings north of 3rd Street.
6. Initiate the expansion of technology infrastructure for academic and administrative needs, including construction of a data center.
7. Delineate new edges and mark key entry points to the La Verne campus by installing "Campus Entry Markers", as well as landscaping and signage features that will enhance way-finding and reinforce the University's identity.
8. Develop the Gold Line Gateway Plaza as a pedestrian-oriented welcome center into the University and downtown areas. A landscaped pedestrian promenade along the eastern perimeter of campus will be created to facilitate the connection between the La Verne Light Rail station and Old Town La Verne.
9. Renovate and update facilities as necessary and at the time when new buildings are opened and the vacated space is reprogrammed. Brandt Residence hall will be included in these renovations.
10. Given plans for future development of the western portion of Campus West (former Brown and Gainey Properties), the University plans to cross the Marshal Canyon storm water channel to provide access to this currently undeveloped land.
11. Regional and Online Campuses and the College of Law will receive investments in modernizing facilities and technology in a manner that will focus on connectivity, technology and branding that supports the academic program and the University of La Verne brand.

PHASE II GOALS (2022 - 2028)

1 Construct a new academic building along B Street between 3rd Street and Bonita Avenue to frame the west boundary of the north mall. This project will require the demolition of Woody Hall.
2 Construct a Student Services building at the southwest corner of 3rd Street and C Street that will centralize admissions and student services functions and present a major main entrance to the campus. This project will require the demolition of Davenport Dining Hall and will be served by the new parking lot across the street after the demolition of Studabaker-Hanawalt Residence Hall.
3 Develop a more pedestrian oriented campus by closing (except for emergency access) 3rd Street between B Street and C Street for the creation of a Pedestrian Promenade.
4 On Campus West a new University House to serve as the home of current and future University Presidents will be constructed. The house will also include modest conference facilities to support gatherings and university guests. The University House will have adjacent parking to support functions of the facility.
5 Renovate and update facilities as necessary and at the time when new buildings are opened and the vacated space is reprogrammed.
6 Technology infrastructure and support services will be provided to accommodate expanded utilization of technology in meeting academic and administrative needs.
7 Regional and Online Campuses and the College of Law will receive investments in modernizing facilities and technology in a manner that will focus on connectivity, technology and branding that supports the academic program and the University of La Verne brand.

PHASE III GOALS (2029 - 2035)

1 Construct a mixed-use academic building on the Wilson Library parking lot along D Street between 3rd Street and 2nd Street. This building will define the eastern "face" of the University. Because of its location on a major commercial retail street in downtown La Verne, the first floor of this building facing D Street will provide retail or commercial space.
2 Develop a student residential complex and mixed use development by removing "The Oaks" residence halls, and including the entire block that involves Leo Hall and Barkley Hall. The site will require the University to acquire additional property so that the redevelopment site fully incorporates the area bounded on the west by D street, on the north by 2nd Street, on the east by E street and on the south by the railroad tracks along Arrow Highway. The new student residential complex will involve higher density housing development, but also with extensive student recreational components, including a swimming pool. A new parking garage is expected to be built on the south portion of the block, along the railroad tracks. It is anticipated that the design and composition of the mixed-use development will be influenced by the arrival of the Gold Line Light Rail Transit, which will have a station platform nearby at the southeast corner of E Street and Arrow Highway. The mixed use development may include some market oriented retail stores. The Arts and Communication Building will remain and perhaps be reprogrammed as part of the project.
3 On Campus West the University is looking to consolidate administrative functions into a central facility. This facility will potentially include offices for Facility and Technology Services, Office of Information Technology, Facilities Management, Human Resources, and Finance office spaces.
4 Renovate and update facilities as necessary and at the time when new buildings are opened and the vacated space is reprogrammed.
5 Technology infrastructure and support services will be provided to accommodate expanded utilization of technology in meeting academic and administrative needs.
6 Regional and Online Campuses and the College of Law will receive investments in modernizing facilities and technology in a manner that will focus on connectivity, technology and branding that supports the academic program and the University of La Verne brand.

IMPLEMENTATION

The Master Plan is designed to be adaptable and flexible so that projects can go forward as the programming and funding for each facility is identified. Some projects, however, depend on a prior action occurring, such as the demolition of the chapel before the Phase I Multicultural Center can be built or the construction of a new dining hall before Davenport can be demolished. The actual program components that will occupy each proposed facility as well as the backfill of space that is vacated once new facilities are constructed, will be defined during programming that will occur as part of the implementation of the Master Plan.

Introduction

"The University of La Verne is poised to enhance our already beautiful campus in ways that will allow us to continue providing a quality education for our students while graduating successful global citizens".

Dear campus colleagues,

I am enthusiastic about the continuing process of our Facility and Technology Campus Master Plan. Following the Board of Trustee's approval of the 2020 Strategic Vision in 2013, the next step in planning long-term success for the University of La Verne was to align the campus physical and technological future with the approved Strategic Vision. In other words, asking and answering the question, "What will our campuses need to meet the current needs of our students, faculty and staff, while also preparing for future physical and technological needs of each of our populations?"

Over the past year, Special Assistant to the President Phil Hawkey and Vice President of Facilities and Technology Clive Houston-Brown with the project management leadership of the master planning details by AVP Chip West, have collaborated with the design firm LPA and a Master Plan Advisory Committee to review and analyze the University of La Verne's campuses and surrounding properties. The Master Plan Advisory Committee, consisting of 19 members representing all four colleges, administrators, students, and the Board of Trustees, organized and facilitated 35 community feedback sessions. These sessions were held to gain insight from the Board of Trustees, students, faculty, staff, and City of La Verne community members about what they envision as part of the future campus and technological needs. The Campus Master Plan process was a cooperative effort involving opportunities for input from all campus constituencies.

The evolving plan calls for continued attention to learning spaces, technology, laboratories, residence halls, offices and meeting spaces, as well as a way to thoughtfully and strategically situate these spaces on our campus, all within the current physical boundaries of the La Verne campus. This master plan will enlarge and improve academic facilities, make the La Verne Campus more residential, better manage parking, be more pedestrian friendly, and better defined with clear edges, signage, and landscaping. The university will look for partnerships to help it accomplish the goals of this Master Plan.

The input provided by our students, faculty, staff, Trustees, and community members has resulted in an insightful, strategic 20-year plan that will meet the current and future needs of our university constituents. The University of La Verne is poised to enhance our already beautiful campus in ways that will allow us to continue providing a quality education for our students while graduating successful global citizens.

Sincerely,

Devorah Lieberman

Devorah Lieberman, Ph.D.
President

The University of La Verne Facilities and Technology Master Plan supports and complements the values in the *2020 Strategic Vision* while addressing directly *Strategic Initiative IV*: Enhanced Facilities and Technology.

STRATEGIC INITIATIVE IV:
ENHANCED FACILITIES AND TECHNOLOGY.

"Fully utilize the potential of the La Verne campus of 38 acres, the West campus of 53 acres, and appropriate 'regional' campuses in serving the students, faculty, and staff. Inter-connect all students, programs, colleges, and campuses physically and/or electronically."

2020 STRATEGIC VISION

GOAL 1:
Provide appropriate, accessible and environmentally conscious space and facilities.

OBJECTIVES

1. Identify appropriate land and facility usage to support evolving campus and community needs.
2. Provide sufficient campus housing for traditional-age undergraduate students (TUGS) and full-time graduate students to further a vibrant campus environment.
3. Maintain and renew the University's physical and technological infrastructure at a competitive and environmentally-sound level.
4. Utilize communication capabilities to enhance the personalization and convenience of electronic educational delivery between and among campuses and all students.

GOAL 2:
Develop a highly effective technology infrastructure to support teaching and learning.

OBJECTIVES

1. Develop a robust, seamless Information Management capability to provide access to reliable information from our student, financial, and employee systems for critical, effective, data-driven decision-making.
2. Ensure students, faculty and staff are competitively technology-literate.
3. Develop infrastructure to reflect the University's commitment to a diverse, inclusive and sustainable teaching, learning, working and living environment.

"Enhancing appropriate, quality campus facilities and technologies."

2020 Strategic Vision, Initiative IV

Process

The Facilities and Technology Master Plan will guide the University as it develops facilities. It will enable the University to serve its many constituencies and student population while reinforcing its relationship within the City of La Verne and the regional communities.

HOLISTIC VISION

While the overall planning strategies are based on a holistic approach with a common and interconnected time-line for all the University of La Verne campuses. The planning concepts and implementation are the result of the assessed University's space needs as well as the constraints and opportunities offered by the available land.

The process considers a comprehensive range of issues such as history, context, micro-climate, site topography and morphology, access and circulation, traffic impacts and local cultural idiosyncrasies among many external others.

"LIVING" DOCUMENT

This document was developed by a group of multidisciplinary professionals with the direct collaboration and representation of multiple University constituencies, to ensure a holistic and integrated approach to planning. Even though the plans reflect the circumstances available (and anticipated) at the time of its creation, it is intended to evolve and adapt as the circumstances change over time.

It is recommended that the Facilities and Technology Master Plan be revised periodically to remain relevant and able to respond to new internal and external conditions.

The planning documentation provides a flexible framework to allow the University to readily address each campus' needs and adjust to changes in technologies, teaching methodologies, student populations and fluctuations in resources.

EDUCATIONAL MASTER PLANNING

The Facility and Technology Master Plan is not an Education Master Plan outlining the specific academic growth, direction, or educational priorities of the University. It is instead an outline providing strategic opportunities for general growth and development of the University's properties, buildings and spaces as a whole. By providing this general blueprint at the time of creation, it is anticipated that the document will evolve and adapt as needed to reflect the future development of the University's academic plan.

The process that ultimately culminates in the construction of a new project (ie: a building) typically develops under two parallel tracks: Academic Planning and Physical Planning. The two tracks go from broad and general to detailed and specific; they are interrelated and inform each other along the way. **The Facilities and Technology Master Plan is the first step in the Physical Planning track; it determines how the academic and other related needs (services, housing, infrastructure, etc) will be addressed in the physical environment.**

SCOPE OF THIS DOCUMENT

Academic Planning

Physical Planning

Establishes the University's Academic vision and specific goals for the future. It is a broad-stroke plan based on multiple and complex factors such as executive vision, demographics, enrollment, educational trends and technologies, and current and future market conditions among others. The scope of the Educational Plan takes into consideration all of the University physical campuses (existing and future) as well as online programs. **The Educational Plan informs (and is informed by) the Facilities and Technology Master Plan by providing an estimate of the overall size and nature of the academic needs for each campus**.

Educational Plan

Institutional Level

Facilities and Technology Master Plan

The Facilities and Technology Master Plan is a road map for the planning of the University's physical environment into the future. It establishes the way the available land will be used in the future in terms of both built structures (buildings, parking, infrastructure) and open space projects which are phased over time.

The size, location and nature of the projects in the Master Plan are the result of the vision and goals established in the Educational Plan (internal factors) as well as the constraints and opportunities of the available land, sequencing and logistics, City Ordinances and Specific City Plans, climate and orientation, sustainability, funding opportunities, etc (external factors).

The vision outlined in the Academic Plan is further developed into its constituent parts. **Existing and new/future programs are translated into general space needs along with the necessary support elements for each discipline or College** (ie: number of classrooms or gross square footage needed). The data is then correlated to the areas provided within the Space Containers.

Academic & Support Space Needs

Campus Level

Space "Containers"

Three-dimensional "place-holders" with a specific location on campus that represent future buildings. They provide a physical footprint, estimated number of floors and maximum square footage capacity for a particular site. These parameters are often dictated by the available land, infrastructure, logistics, height limitations and other external constraints. **They allow planners to test fit the Academic and Support Space needs without having a specific building program or architectural design.**

The Building Program is the direct result of each project-specific Programming Phase. The process typically includes the building users and the heads of the Academic programs that will occupy the building. **The Building Program establishes the number, size and nature of every space that will make up the future building as well as their adjacencies and other qualitative and operational factors**. It is developed with the assistance of a programming expert (usually part of the architecture design team).

Building Program

Project Level

Building Design

Site and program specific. It is the physical materialization of the programmatic needs.

Actual Building

MEMBERS

Asbra, David	ASULV
Britton, Todd	AVP – IT Business Relationships
Elzarka, Sammy	Director of Center for Advancement of Faculty Excellence
Garcia, Jerome	Associate Professor of Biology
Garcia, Myra	VP, University Advancement
Ghazzawi, Issam	Professor of Management
Goor, Mark	Special Assistant to the Provost
Gordien, Lori	AVP – Finance
Hawkey, Phil	Special Assistant to the President
Hayes, Cleveland	Associate Professor of Education
Houston-Brown, Clive	VP – Facility and Technology Services
Howland, Kristin	Administrative Assistant II
Hultman, John	Professor of Law
Kazman, Nelly	Senior Executive Director, Regional Campus, RCA
Lau, Wendy	Board of Trustees
Lieberman, Devorah	University President
Noreen, Patti	Senior Executive Director, Regional Campus, RCA
Regalado, Juan	Associate Dean of Students
Searing, Sue	Board of Trustees
Shabahang, Homa	VP – Strategic Enrollment Management and Communications
Simpson, Richard	Professor of Strategic Management
West, Raymond “Chip”	AVP – Capital Planning, Facilities, and Space Management
Winterburn, Scott	Assistant Athletic Director & Head Men’s Baseball Coach

Vision & Goals

VISION & GOALS

MASTER PLAN GUIDING PRINCIPLES

1 Create a plan that enables and supports the Initiatives of the 2020 Strategic Vision.

2 Create a plan that maximizes the academic and Educational experience and provides for appropriate and flexible classrooms and laboratories that are technologically capable of supporting increasing technology in the learning experience.

3 Utilize a planning process that is inclusive and engaging of campus and community stakeholders and is guided by data as well as the aspiration to fulfill the promise of the University of La Verne.

4 Design a plan that demonstrates a commitment to sustainability and environmental conservation and engages and tests new ideas.

5 Create a plan that defines physical and technological connections between and among La Verne regional campuses, the on-line community and with the main campus.

6 Identify a plan for the utilization and development of Campus West, including a convenient and attractive linkage that integrates Campus West as a part of the core campus.

7 Create a campus coherence that emphasizes an intimate sense of place with a safe pedestrian scale that promotes personal interaction, community identity and a welcoming experience for the diversity of La Verne students.

8 Provide vehicle parking and circulation that meets the needs of the campus community and is compatible with the residential and business community adjacent to the main campus.

9 Create a campus that has vitality and encourages co-curricular activities such as recreation, arts, clubs and athletics as well as quiet spots for conversation and reflection.

10 Develop a campus plan that creates a positive interface between the University and the La Verne community, including the support of a vibrant downtown La Verne and the opening of the Gold Line light rail station.

11 Create a plan that strategically integrates the role of technology into the University's teaching and learning experience and administrative operational processes.

Create a plan that maximizes the academic and educational experience and provides for appropriate and flexible classrooms and laboratories that are technologically capable of supporting increasing technology in the learning experience.

The Facility and Technology Master Plan creates a physical framework that will foster inclusivity and diversity within the University community. Some of the measures implemented in the plan are:

- The University's philosophy of openness and inclusivity will be reflected into the physical realm by planning for a sense of openness (open landscaped space, "soft edges"), welcoming features (entry markers, visual connectivity, transparency) and contained social spaces (plazas, courts, patios, lobbies, lounges).

- The inclusion of social interaction spaces within each building programming phase will ensure that informal gathering and learning and the exchange of ideas becomes part of every building and learning environment. These social spaces are often ignored or treated as an "afterthought" in the planning phases of a project. Yet they are a critical component to the success of the University's inclusivity mission.

- Programming and design of large open spaces that are utilized throughout the year to mark and celebrate important ethnic and religious holidays, embrace cultural differences and promote cultural awareness with people gatherings, food events and various integrating activities.

The role of a master plan as it relates to security is to facilitate and encourage a healthy and safe environment.

Many of the ways to accomplish this are outlined below.

- Code assessment of building structural and accessibility conditions. These studies help make an informed decision on whether to keep, renovate or replace existing buildings and site elements.

- The expansion and development of new buildings can create a challenge if not planned correctly. Understanding the campus long range plan on construction is critical in its overall security. It is important to understand how new buildings, parking lots, garages, walkways and other projects will affect the current physical security. The same applies to increases in students, visitor and vehicle traffic.

- Critical infrastructures are areas within the campus that rely on the continuous, reliable operation of a complex set of interdependent infrastructures: electric power, gas, transportation, water, communications and more. In the past, critical infrastructures operated independently. Today, however, they are increasingly linked, automated and interdependent as technologies continue to converge.

Accessibility

- It is the intent of the Master Plan to provide the framework that will support ADA-Accessible facilities as they are designed and/or renovated. Being a broad-stroke plan, this document does not address the specific technical aspects required by the American with Disabilities Act (ramp location and slope, handrails, guardrails, etc.) for a typical project. Those aspects will be addressed at each specific project in the design phase. This plan fosters integration and access by zoning and clustering compatible uses and by providing connections between the different existing and future projects in an efficient and safe manner.

As one of the master plan guiding principles, sustainability permeates and influences every aspect and planning decision.

Some of the basic concepts that the master plan will be addressing in its process include:

- Adopt measurable standards for planning and building design for existing and new projects that eliminate “green washing.”
- Promote a culture of efficiency and decision-making supported by measurable performance of building and campus systems.
- Maintain and improve the existing campus character defined by the relationship between building massing and mature landscape and streetscape (gray versus green ratios).
- Encourage density as means to maximize energy and available land resources. Buildings that concentrate more square footage with a small footprint allow for larger campus open spaces, optimal ground water infiltration, natural ventilation and reduced heat-island effect.
- Divide and then centralize campus infrastructure and utilities into similar usage areas to increase efficiency and reduce the cost and maintenance expenses of a “piece-meal” approach to infrastructure.
- Establish a culture of long-range decision-making and life-cycle approach to facilities investment and construction.
- Explore and adopt alternative means of transportation and energy generation.
- Create a landscape plan that preserves the legacy and features of the University while transitioning to a dough-tolerant (native and adaptive) planting palette, using the water-intensive material with purpose and particular care.

The master plan process not only considers sustainability as a responsibility to future generations but as a practical driving force for an efficient use of the available resources.

The University affirms a value system that actively supports peace with justice, respect of individuals and humanity, and the health of the planet and its people.

Sustainability has been part of the University's mission since its inception. The manifestation of that commitment is the faculty-led Sustainable Campus Consortium (SCC), a university-wide committee composed of faculty, staff, and students. The role of SCC is that of a sounding board and facilitator of sustainability efforts.

The Master Plan will be implemented in the context of the following sustainability principles and recommendations. In order to maintain our environmentally ethical efforts, the Master Planning Committee has created a Sustainability Subcommittee whose focus/purpose is to ensure that the planning process and projects interweave sustainability throughout the institutional and curricular fabric. The Master Plan Advisory Committee sought out the advice and participation of the SCC in developing a Sustainability Plan that would allow the University of La Verne to adopt environmentally sensitive institutional and curricular practices.

In collaboration with the SCC, the Master Planning Sustainability Subcommittee has developed the following six sustainability principles and relevant recommendations. It recommends that the SCC shepherd the University's efforts to implement the principles and recommendations.

SUSTAINABILITY PRINCIPLES AND RECOMMENDATIONS

Successfully adopting environmentally sensitive institutional and curricular practices requires the University of La Verne to:

1. HIGHLIGHT AND IMPROVE UPON EXISTING SUSTAINABILITY EFFORTS AND CONNECT EFFORTS ACROSS LA VERNE'S CAMPUSES

- Create visible, dedicated spaces for campus sustainability efforts and document sustainability (including placing placards explaining sustainability aspects).
- Utilize Green Revolving Fund and environmental ranking criteria as guidelines to increase environmentally efficient facilities.
- Integrate recycling into all capital projects, where feasible.
- Create space for a composting program that partners the University, food services, and the community. Potentially use compost on University landscape.
- Partner with outside entities to pilot sustainable strategies.

2. ENCOURAGE AND SUPPORT ACADEMIC SUSTAINABILITY INITIATIVES

- Create visible, dedicated spaces for campus academic sustainability initiatives and programs, including student internships and a sustainability program.

3. ENSURE A RANGE OF TRANSPORTATION OPTIONS

(The Greenhouse Gas Emission Inventory of 2005-2009 indicated that our greatest CO2 emissions come from student vehicle commuting.)

- Increase lower impact modes of transportation to reduce single occupancy vehicle use.
- Create pedestrian and bicycle priority on campus.
- Increase density of central campus land use to increase pedestrian connectivity.

- Develop new safe routes for biking and walking.
- Locate new parking to intercept traffic at campus edge.
- Plan and advocate for future rail station.
- Provide offsets to encourage use of alternative transportation.

4. PLAN FOR INNOVATIVE AND SUSTAINABLE BUILDINGS AND LANDSCAPES

- View plans through a sustainability lens.
- Share proposals with the Sustainable Campus Consortium to receive input.
- Use LEED-silver (or similar) design guidelines as the minimum baseline for future build-outs and new building structure.
- Address existing facilities (build less, retrofit what we have) when feasible.

5. MOVE TOWARD A CARBON NEUTRAL CAMPUS

- Through the Billion Dollar Green Challenge (and Green Revolving Fund) develop and fund sustainable capital projects that have <10 year payback and generate resource savings.
- Design renovations and new construction to use GRITS analysis to monitor energy usage.
- Provide energy usage analysis for existing buildings, renovations, and new construction.

Background

UNIVERSITY OF LA VERNE

Nestled along the foothills of the San Gabriel Mountains in Southern California, the University of La Verne is an independent, non-profit university providing rich educational opportunities for both the academic and personal development of its students in a friendly, engaged setting.

La Verne's enrollment of nearly 8,700 students closely reflects Southern California's diverse population. The University fosters learning and nurtures character by stressing the importance of a values-based education; provides students a better appreciation of the responsibilities and rewards of serving the human and ecological community; and promotes a continuing respect for differing cultural and philosophical perspectives.

HISTORY

Founded in 1891 as Lordsburg College by members of the Church of the Brethren, both the college and the agricultural community around it were renamed La Verne in 1917. Enrollment doubled that year despite the country entering World War I, and a residence hall for girls opened, becoming the first building to be erected since the University was founded.

In 1925, La Verne became a member of several higher learning organizations that would later become accrediting agencies, such as the Western Association of Colleges and Secondary Schools, as well as the Southern California Conference of Colleges and Universities of the Pacific Southwest. The institution faced challenges, such as the growth of junior colleges, the depression and World War II, but emerged stronger, striving for higher standards and the personal touch that only a small school could provide.

Student enrollment grew from 221 in the early 1940s to 279 in 1949 following a short decline due to the war. In 1950, La Verne launched a summer session to further its success. The University's efforts to become accredited paid off in 1955 when the Western College Association granted La Verne accreditation.

Along the way, the institution continued to grow structurally as well. Woody Hall (now a student registration building), a library and a new residential hall were built. Development of a dining hall began, and a Board of Trustees master plan was adopted, which included a proposal for more classroom space. A men's physical education facility, the campus chapel and the Science and Education Building followed in the 1960s.

La Verne established its reputation as an outstanding provider of teacher education. Over the years the college campus, curriculum and student body continued to grow to meet the expanding higher educational needs of the region. While the Board of Trustees eventually became independent of church control, the college never lost its commitment to service or its dedication to sound, people-centered, values-oriented education. It began offering off-campus degree programs in 1969 and the following year opened its College of Law. In 1971, La Verne started its campus accelerated degree program for adults, now known as CAPA. To best reflect these profound changes in size and scope, the institution reorganized in 1977 as the University of La Verne.

Today, students of color make up more than 53 percent of the University's total enrollment, with the U.S. Department of Education having designated La Verne a Hispanic Serving Institution (HSI). Many members of its traditional undergraduate population are first-generation students.

"Founded in 1891 as Lordsburg College by members of the Church of the Brethren..."

STRUCTURE

Today, the University features four academic divisions – College of Arts & Sciences, College of Business & Public Management, College of Education & Organizational Leadership, and College of Law.

The College of Arts & Sciences engages undergraduate students in more than 50 majors, minors, and certificate programs, as well as two master's degrees and a doctorate in Clinical Psychology that is accredited by the American Psychological Association and its faculty known nationally for their research and publications.

The College of Business & Public Management includes undergraduate programs in business, public administration, and health management. It also includes master's degrees in business, organizational leadership, health, and public administration, the latter accredited by the Network of Schools of Public Policy, Affairs, and Administration; and a doctoral degree in public administration.

The College of Education & Organizational Leadership includes undergraduate programs in education as well as several masters' degrees and a doctorate degree in educational leadership.

It develops outstanding leaders and education professionals, caring individuals who impact instruction on all scholastic levels. An innovative, customized assessment program provided the foundation for the College successfully achieving National Council for Accreditation of Teacher Education accreditation.

The College of Law is located on its own campus in Ontario, California. The College's curriculum for its Juris Doctor program combines legal theory, lawyering skills and ethics, all of which are critical to a successful legal career. By instituting its flat-rate True Tuition Model, La Verne Law became one of the state's most affordable law school options. And at every stage of the student experience, academic and bar readiness have been integrated through the College's Center for Academic & Bar Readiness, preparing graduates to succeed on the bar exam.

The institution continues to expand, serving the needs of students via regional campus locations in Bakersfield, Burbank, Irvine, Ontario, Oxnard, San Luis Obispo and Victorville, and through on-site military centers at Point Mugu Naval Air Station and Vandenberg Air Force Base. It also has off-campus graduate degree and credential programs offered at learning centers and partnering businesses throughout the state as well as a nationally recognized online program.

UNIVERSITY MISSION, VISION AND VALUES

The University of La Verne offers a distinctive and relevant educational experience to a diverse population of traditional-age, adult, and graduate learners preparing them for successful careers and a commitment to life-long learning across the liberal arts and professional programs.

La Verne provides a student-centered, values-based, and diverse learning environment. It takes pride in offering small class sizes in a highly personalized setting. The University encourages effective teaching, research, scholarly contributions, and service to the greater community by sharing its academic, professional and individual resources.

The institution shares four core values that promote a positive and rewarding life for its students through fostering a genuine appreciation and respect for:

ETHICAL REASONING

The University affirms a value system that actively supports peace with justice, respect of individuals and humanity and the health of the planet and its people. Students are reflective about personal, professional, and societal values that support professional and social responsibility.

DIVERSITY AND INCLUSIVITY

The University supports a diverse and inclusive environment where students recognize and benefit from the life experiences and viewpoints of other students, faculty and staff.

LIFELONG LEARNING

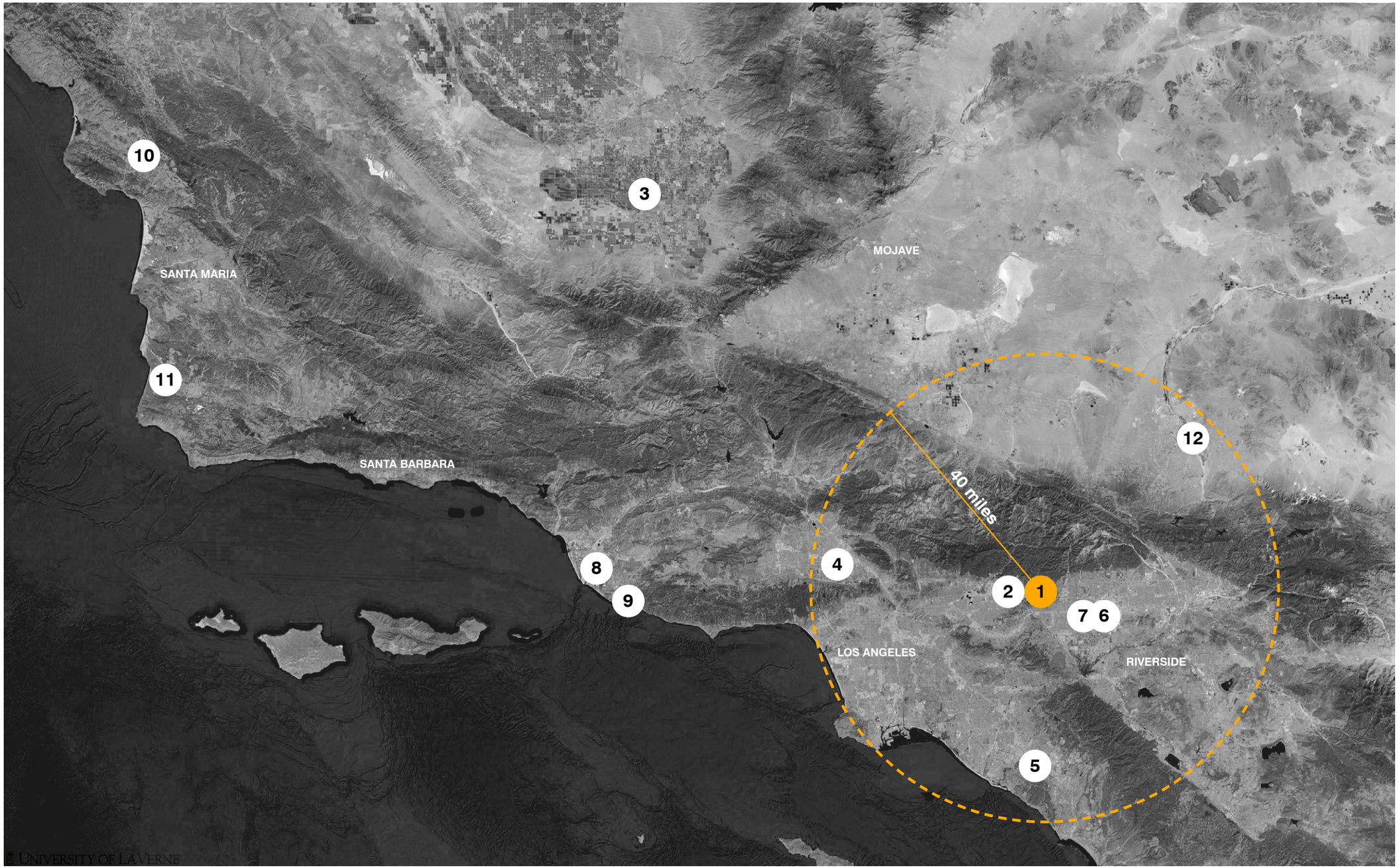
The University promotes intellectual curiosity and the importance of lifelong learning. It teaches students how to learn, to think critically, to be capable of original research, and to access and integrate information to prepare them for continued personal and professional growth.

COMMUNITY ENGAGEMENT

The University has a legacy of contributing to the community around us, part of our long-term value system. With The La Verne Experience, community engagement is integrated into the curriculum to provide experiences where students and the community partners learn from time together to create lasting change

The University's vision is that it will be widely recognized as a learning community of increasing prominence. It will provide challenging and rewarding educational opportunities for a diverse student body and will assure academic excellence for students of all ages and backgrounds.

Context



1 La Verne Campus
2 Campus West
3 Bakersfield
4 Burbank
5 Irvine
6 Ontario
7 College of Law
8 Oxnard
9 Point Mugu NAS
10 San Luis Obispo
11 Vandenberg AFB
12 Victorville

University of La Verne footprint (owned/leased property)

1 La Verne Campus
2 Campus West
3 Shuttle Lot & Carson Building
4 Park Campus
5 Old Town La Verne
6 Brackett Field Airport
7 Transit Oriented District
8 Damien High School
9 Arrow Highway
10 Gold Line Transit District

La Verne Campus

OVERVIEW

The timeline for the planning of the La Verne Campus and Campus West was divided in three main phases stretching from the current conditions to 2035. Each phase is tied to a specific set of objectives and was based on the relevance of programmatic and support needs, anticipated funding cycles and logistic limitations.

While the projects within each phase are depicted in no particular sequence (alphabetically) to allow for maximum flexibility and adaptability, the phases themselves illustrate a basic level of sequencing required to develop the sites while maintaining a working campus. The phase sequencing attempts to eliminate the need for interim facilities ("swing-space") and minimizes campus disruptions.

Additionally, certain support elements and services such as parking, must be in place before more growth or renewal can take place and may take precedence within a particular phase.

Naturally, the phasing strategies become less certain the further the view is into the future, therefore the plan must remain flexible enough to accommodate changes along the way without losing track of its ultimate "full build-out" goals.

FUTURE-PROOFING

New technologies and ways of learning as well as the impact of online learning versus traditional "hands-on" curricula (science, performing arts, etc) will assert an important influence on the types and sizes of facilities that will be built or renovated. At this level too, it is critical to plan and design structures as "smart containers" capable of adapt and change as needed with minimal investment.

This future-proofing concept requires a well-organized campus of building pads, open spaces and below ground infrastructure that can support a framework of nimble and adaptable facilities.

Each phase tries to create a balance between the primary academic needs of the University like classrooms and labs, and their supporting framework such services, administration, housing and infrastructure.

Figure 10.1: Development Standards for the Old Town Mixed-Use, Mixed-Use 1 and 2, Medium Density Residential and University of La Verne Districts

	DEVELOPMENT STANDARDS					
Land Use Districts	**MAXIMUM HEIGHT**	**MINIMUM LOT SIZE**	**MAXIMUM RESIDENTIAL UNIT DENSITY**	**PUBLIC STREET SETBACK (except as noted in Design Standards & Guidelines)**	**PUBLIC ALLEY SETBACK (except as noted in Design Standards & Guidelines)**	**PARKING**
Old Town Mixed-Use	24 Feet flat roof, 32 feet pitched roof	10,000 SF	30 DU/ACRE	0 FT*	2 FT	2 spaces per 1,000 SF of retail/7.5 spaces per 1,000 SF of restaurant/2 spaces per 1,000 SF of office/1 space per residential bedroom
Mixed-Use 1	72 feet	40,000 SF	60 DU/ACRE	0 FT*	2 FT	2 spaces per 1,000 SF of retail/7.5 spaces per 1,000 SF of restaurant/2 spaces per 1,000 SF of office/1 space per residential bedroom
Mixed-Use 2	84 feet [(a)] 108 feet [(b)]	40,000 SF	70 DU/ACRE	0 FT*	2 FT	2 spaces per 1,000 SF of retail/7.5 spaces per 1,000 SF of restaurant/2 spaces per 1,000 SF of office/1 space per residential bedroom
Medium Density Residential	24 Feet flat roof, 32 feet pitched roof	10,000 SF	40 DU/ACRE	3 FT	2 FT	1 space per bedroom
University of La Verne	60 Feet flat roof	-	-	subject to the approval of the DRC	-	.30 spaces per Full Time Equivalent Student (FTE)

** Projects over 10,000 square feet or with a frontage that exceeds 100 feet are subject to landscaping and open space improvements subject to review and approval by the Development Review Committee.*

[(a)] *Residential or Office*

[(b)] *Hotel*

Figure 10.1 of the Old Town La Verne Specific Plan

The Old Town La Verne Specific Plan designates development standards to be determined by the Campus Master Plan. These are listed below.

SETBACKS

All building setbacks are subject to the approval of the Development Review Committee.

HEIGHT LIMITS

Maximum building height is 60 feet. The Development Review Committee may allow additional height limits for roof-top equipment screening or architectural elements.

BUILDING COVERAGE

No maximum building coverage per the Development Review Committee.

PARKING

.30 spaces per Full Time Equivalent Student (FTE).

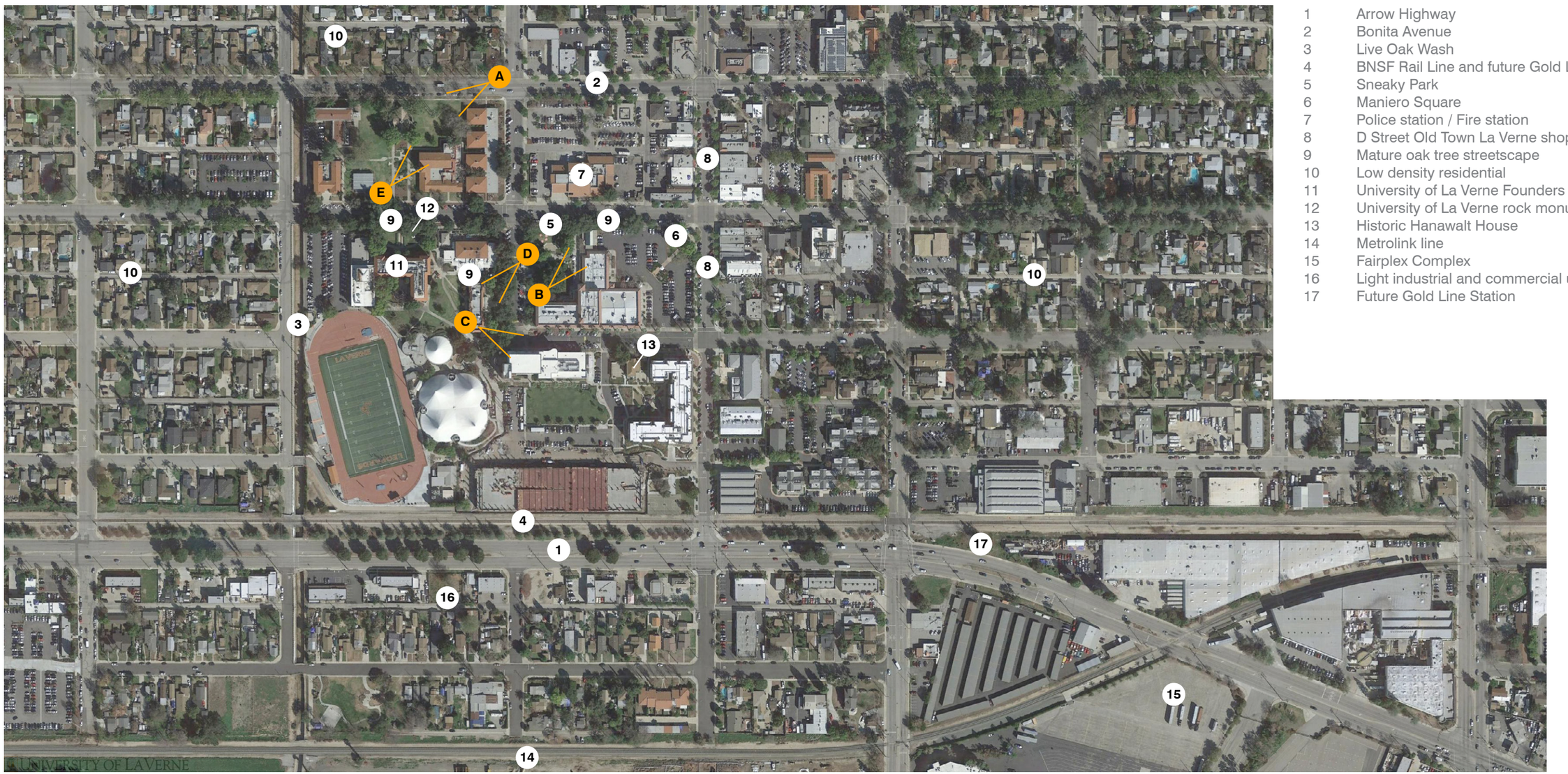
A

B

C

D

E

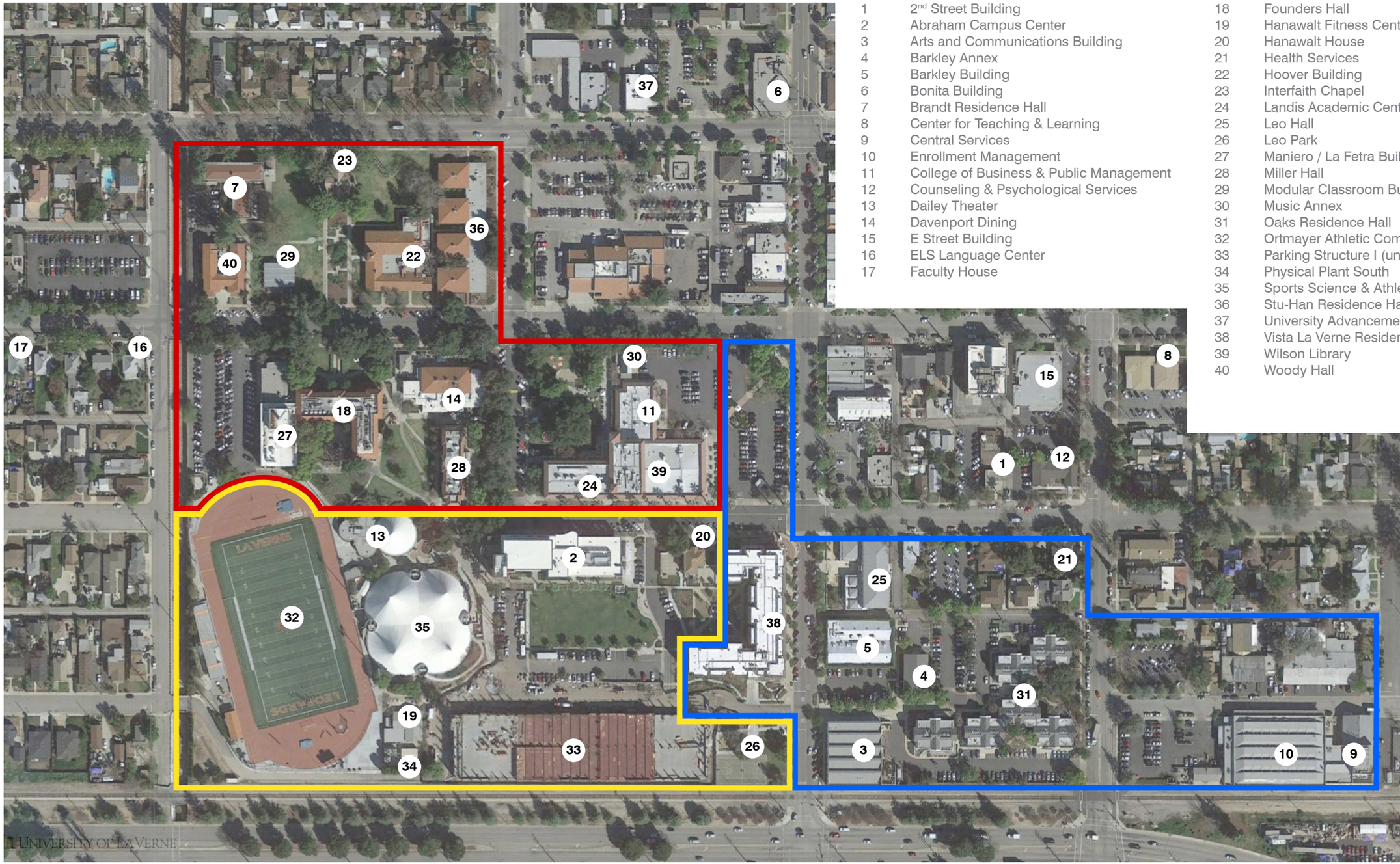


1 Arrow Highway
2 Bonita Avenue
3 Live Oak Wash
4 BNSF Rail Line and future Gold Line light rail
5 Sneaky Park
6 Maniero Square
7 Police station / Fire station
8 D Street Old Town La Verne shops
9 Mature oak tree streetscape
10 Low density residential
11 University of La Verne Founders Hall
12 University of La Verne rock monument
13 Historic Hanawalt House
14 Metrolink line
15 Fairplex Complex
16 Light industrial and commercial use
17 Future Gold Line Station

Historic Core Campus

Student Life District

Mixed-Use District



1 2nd Street Building
2 Abraham Campus Center
3 Arts and Communications Building
4 Barkley Annex
5 Barkley Building
6 Bonita Building
7 Brandt Residence Hall
8 Center for Teaching & Learning
9 Central Services
10 Enrollment Management
11 College of Business & Public Management
12 Counseling & Psychological Services
13 Dailey Theater
14 Davenport Dining
15 E Street Building
16 ELS Language Center
17 Faculty House
18 Founders Hall
19 Hanawalt Fitness Center
20 Hanawalt House
21 Health Services
22 Hoover Building
23 Interfaith Chapel
24 Landis Academic Center
25 Leo Hall
26 Leo Park
27 Maniero / La Fetra Building
28 Miller Hall
29 Modular Classroom Building
30 Music Annex
31 Oaks Residence Hall
32 Ortmayer Athletic Complex
33 Parking Structure I (under construction)
34 Physical Plant South
35 Sports Science & Athletics Pavilion
36 Stu-Han Residence Hall
37 University Advancement
38 Vista La Verne Residence Hall
39 Wilson Library
40 Woody Hall

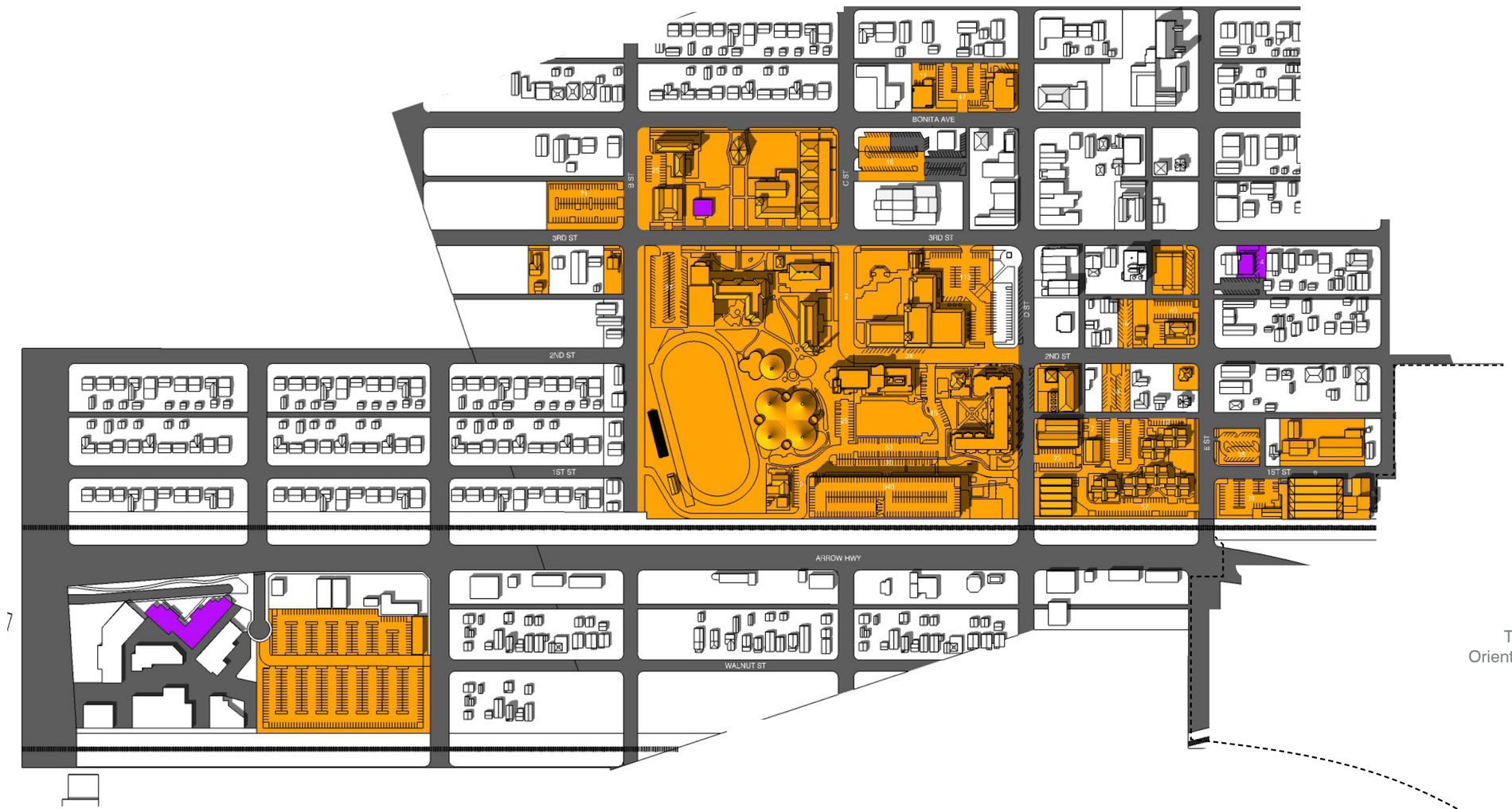
200'

1 acre

LPA

LA VERNE CAMPUS

Owned property Leased property Future development opportunities



Transit
Oriented District

400'

4 acres

EXISTING FACILITIES OVERVIEW

La Verne Campus Footprint (acres)	**38**
Shuttle Lot / Princeland Footprint (acres)	**4.2**
Total land area (acres)	**42.2**
Total building area (gsf)	**650,200****
Density (building area / footprint)	**15,335**
FTE	**4,727***
Gsf / FTE ratio	**137.6**
On-campus parking (spaces)	**1,836**
Shuttle lot / Princeland (spaces)	**493**
Total supply (including shuttle lot)	**2,319**
Parking / FTE ratio	**0.49**
Gsf / Parking ratio (on-campus)	**354.1**
Gsf / Parking ratio (total supply)	**280.4**
Fairplex Development Opportunities (acres)	**42**

*Based upon current University population
**Excludes Parking Structure

Note: White numbers in parking lots indicate lot capacity

LPA

Owned property Leased property

Total footprint (acres)	38
Total building area (gsf)	626,550
Density (building area / footprint)	15,281
FTE	4,727*
Gsf / FTE ratio	132.5
On-campus parking (spaces)	1,826
Shuttle lot / Princeland (spaces)	493
Total supply (including shuttle lot)	2,319
Parking / FTE ratio	0.49
Gsf / Parking ratio (on-campus)	343.1
Gsf / Parking ratio (total supply)	270.2

*Based upon current University population

Note: White numbers in parking lots indicate lot capacity

200'

1 acre

Phase I (2015 - 2021)

DEMOLITION PROJECTS INCLUDED IN PHASE I (ALPHABETICALLY):

- 2nd Street
- C Street
- "D" parking lot
- West portion of "I" parking lot
- Interfaith Chapel
- "O" parking lot
- Stu-Han Residence Hall

NEW PROJECTS INCLUDED IN PHASE I (ALPHABETICALLY):

- Academic Building I
- Connecting mall
- Dedicated service yard
- Dining / Event space
- Gold Line Gateway Plaza
- Meditation garden / Water feature
- Multicultural Center
- North physical plant
- 2nd and C Street Pedestrian Promenades
- Residence Hall
- Student dining plaza
- Student Life Quad
- Visitor parking

POSSIBLE RENOVATIONS INCLUDED IN PHASE I (ALPHABETICALLY):

Renovations and spaces will be prioritized based on the educational needs of the institution and space available. Depending upon future university needs, potential building renovations include:

- Brandt Residence Hall
- Hoover Building
- Landis Academic Center
- Mainiero Hall
- Miller Hall
- Wilson Library

Existing building | Landscape | Hardscape | Roads / parking*

1 2nd Street Building
2 Abraham Campus Center
3 Arts and Communications Building
4 Barkley Annex
5 Barkley Building
6 Bonita Building
7 Brandt Residence Hall
8 Center for Teaching & Learning
9 Central Services
10 Enrollment Management
11 College of Business & Public Management
12 Counseling & Psychological Services
13 Dailey Theater
14 Davenport Dining
15 E Street Building
16 ELS Language Center
17 Faculty House
18 Founders Hall
19 Hanawalt Fitness Center
20 Hanawalt House
21 Health Services
22 Hoover Building
23 Interfaith Chapel
24 Landis Academic Center
25 Leo Hall
26 Leo Park
27 Maniero / La Fetra Building
28 Miller Hall
29 Modular Classroom Building
30 Music Annex
31 Oaks Residence Hall
32 Ortmayer Athletic Complex
33 Parking Structure I / Safety Office
34 Physical Plant South
35 Sports Science & Athletics Pavilion
36 Stu-Han Residence Hall
37 University Advancement
38 Vista La Verne Residence Hall
39 Wilson Library
40 Woody Hall

* White numbers in parking lots indicate lot capacity

Existing building | Building to be demolished | Building to be renovated | Street / Parking closure / modification

DEMOLITION

1 Interfaith Chapel
2 Modular classroom building
3 Stu-Han Residence Hall

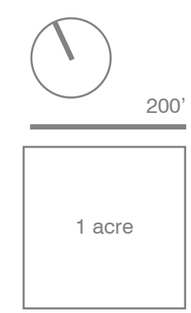
STREET / PARKING CLOSURE / MODIFICATION

4 2nd Street
5 C Street
6 "O" parking lot
7 "D" parking lot
8 West portion of "I" parking lot

RENOVATIONS

9 Brandt Residence Hall to become part of new Multicultural Center

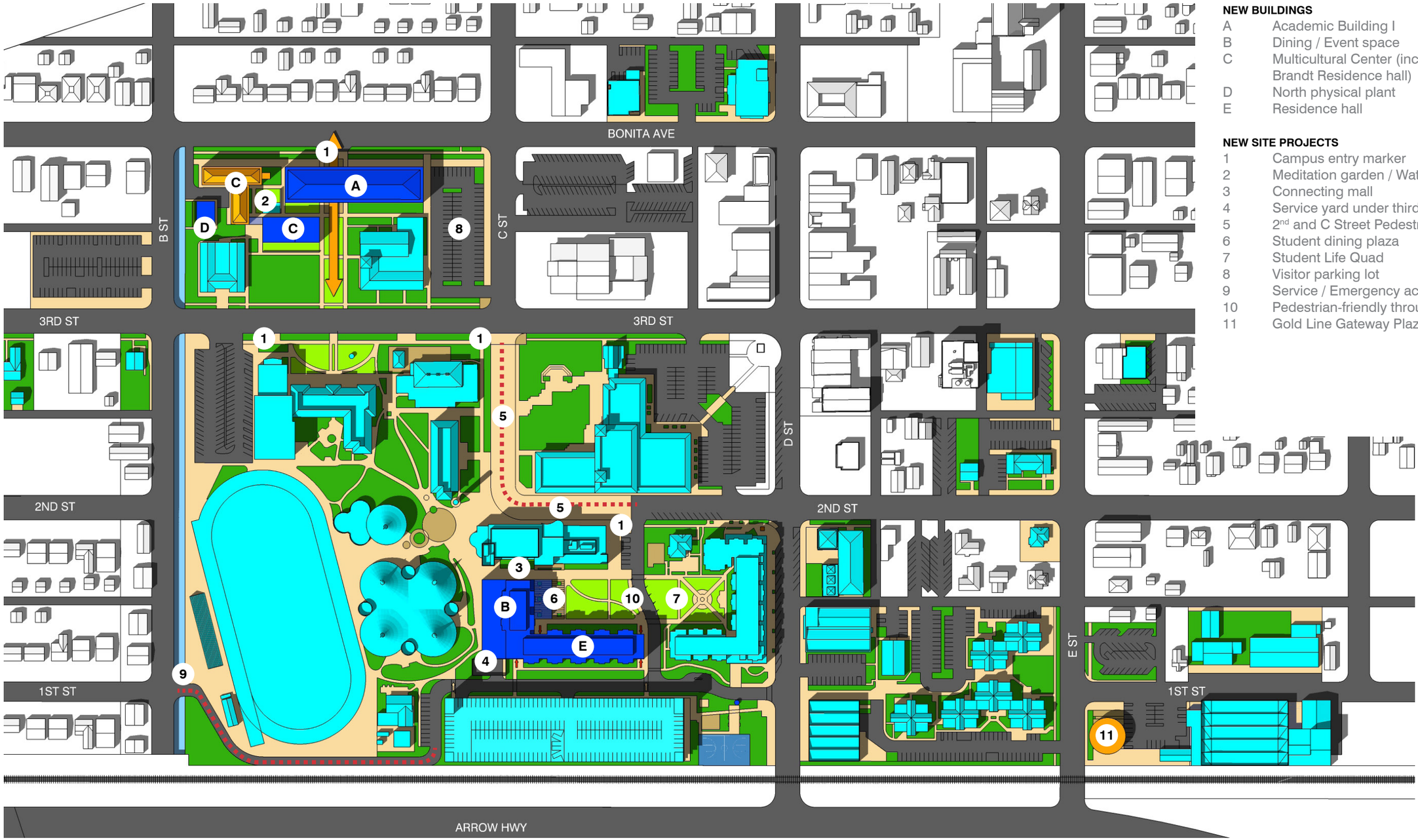
Renovations and spaces will be prioritized based on the educational needs of the institution and space available.



PHASE I (2015 - 2021)

PHASE I PLAN

Existing building | New building / Structure | Renovated building | Service / Emergency access only



NEW BUILDINGS

A	Academic Building I
B	Dining / Event space
C	Multicultural Center (includes former Brandt Residence hall)
D	North physical plant
E	Residence hall

NEW SITE PROJECTS

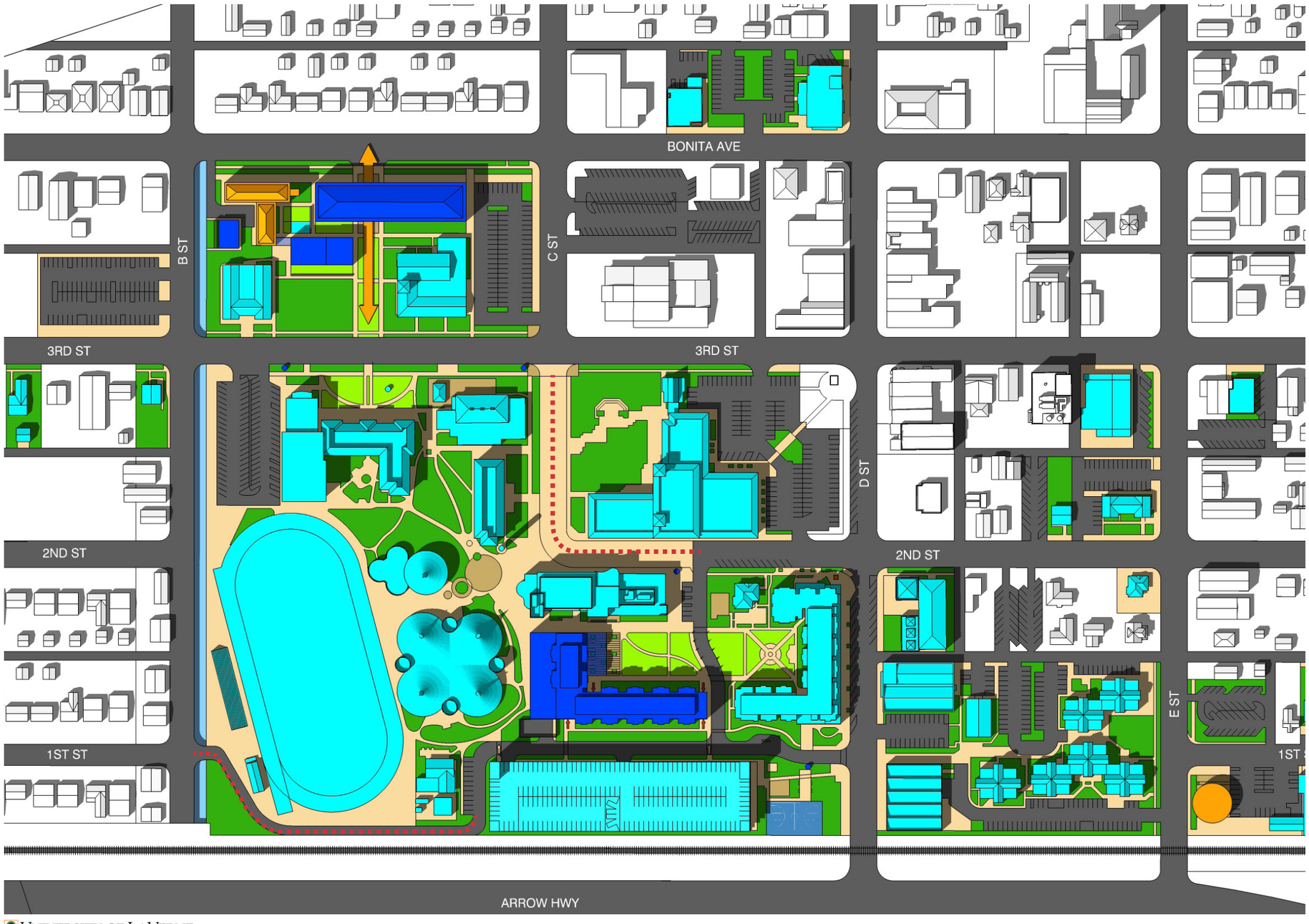
1	Campus entry marker
2	Meditation garden / Water feature
3	Connecting mall
4	Service yard under third floor overhang
5	2nd and C Street Pedestrian Promenades
6	Student dining plaza
7	Student Life Quad
8	Visitor parking lot
9	Service / Emergency access entry
10	Pedestrian-friendly through circulation
11	Gold Line Gateway Plaza

200'

1 acre

PHASE I (2015 - 2021)

Existing building | New building / Structure | Renovated building | Service / Emergency access only



PHASE I SUMMARY DATA

Lost square footage		
Interfaith Chapel		- 2,600
Stu-Han Residence Hall		- 28,800
Modular Classroom Building		- 3,200
Total (gsf)		**-33,091**
Refurbished square footage		
Brandt Residence Hall		22,500
New square footage		
Academic Building I		53,100
Multicultural Center		9,300
North Physical Plant		2,000
Residence Hall		79,650
Dining / Campus Event Space		48,800
Total (gsf)		**192,850**
Net square footage gain		**159,759**
Bed count		
Lost beds (Brandt)		-95
Lost beds (Stu-Han)		-132
New residence hall	(2-bed/unit)	350
	(max 3-bed unit)	400
Net beds gain (range)		**123/173**
Parking Before Phase I		
Minimum Parking / FTE Ratio		.30*
FTE		4,727**
Spaces required		1,418***
Supply of spaces		2,319
		889 Surplus Spaces
University lost parking		
"I" parking lot		- 18
"D" parking lot		- 128
"O" parking lot		- 25
2nd Street		- 24
C Street		- 2
New parking		
Visitor parking lot		**72 Spaces gained**
Parking at Phase I Completion		**2,194 Spaces**

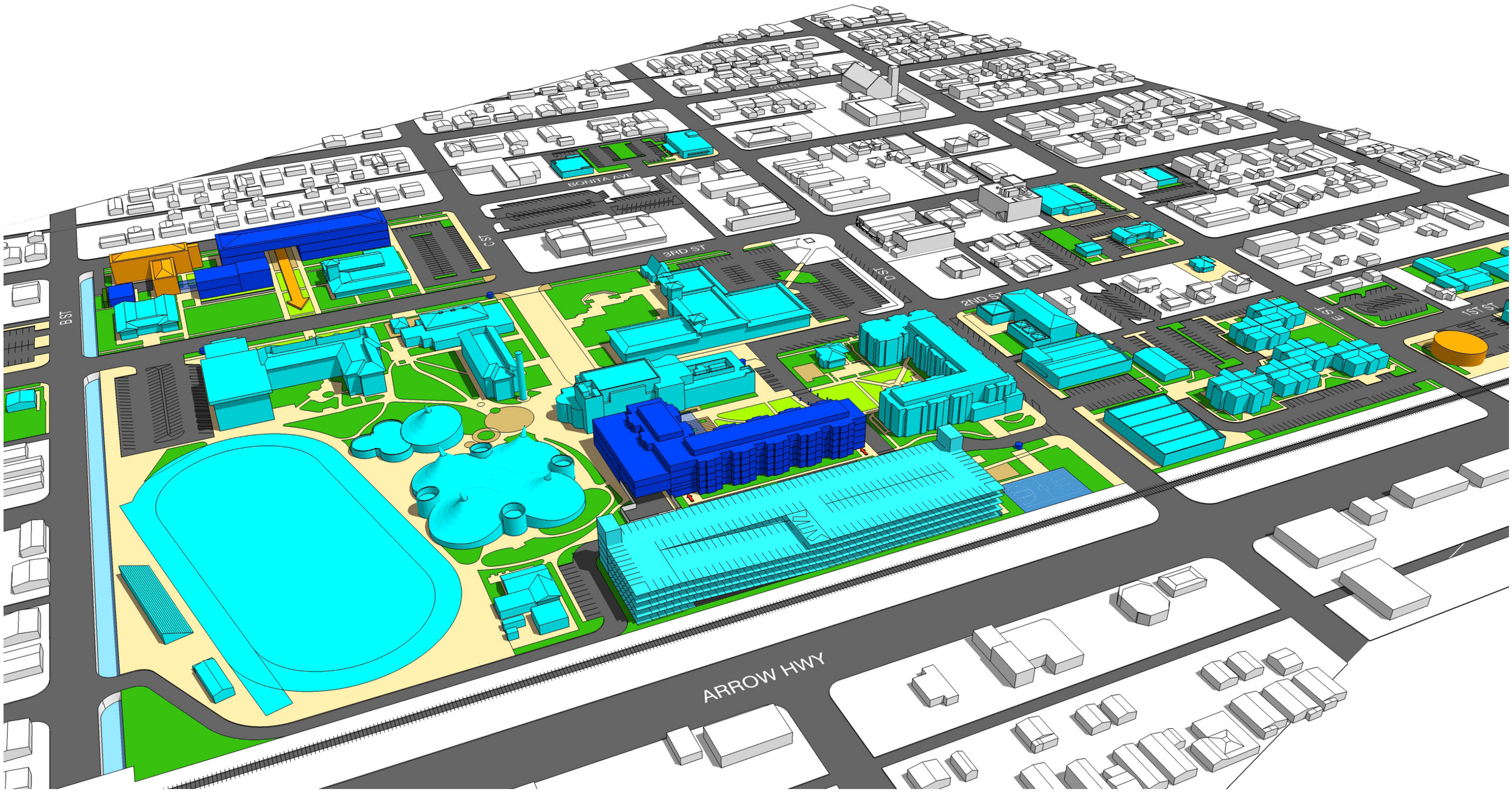
*As determined by City of La Verne
**Based upon current University population and anticipated FTE by completion of Phase I
***Actual number as designed

3D Views

PHASE I (2015 - 2021)

OVERALL VIEW LOOKING NORTHEAST

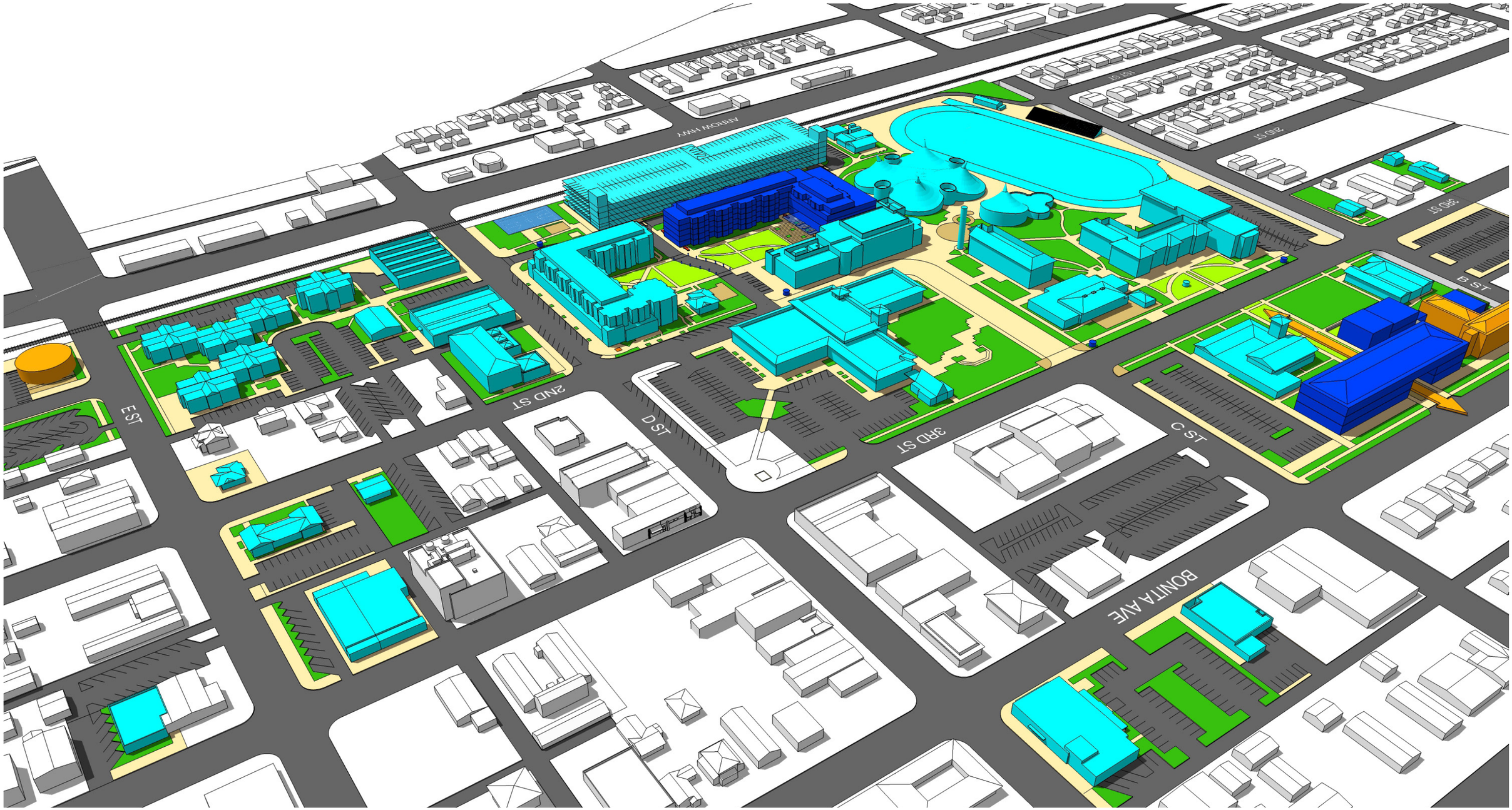
Existing building New building / Structure Renovated building



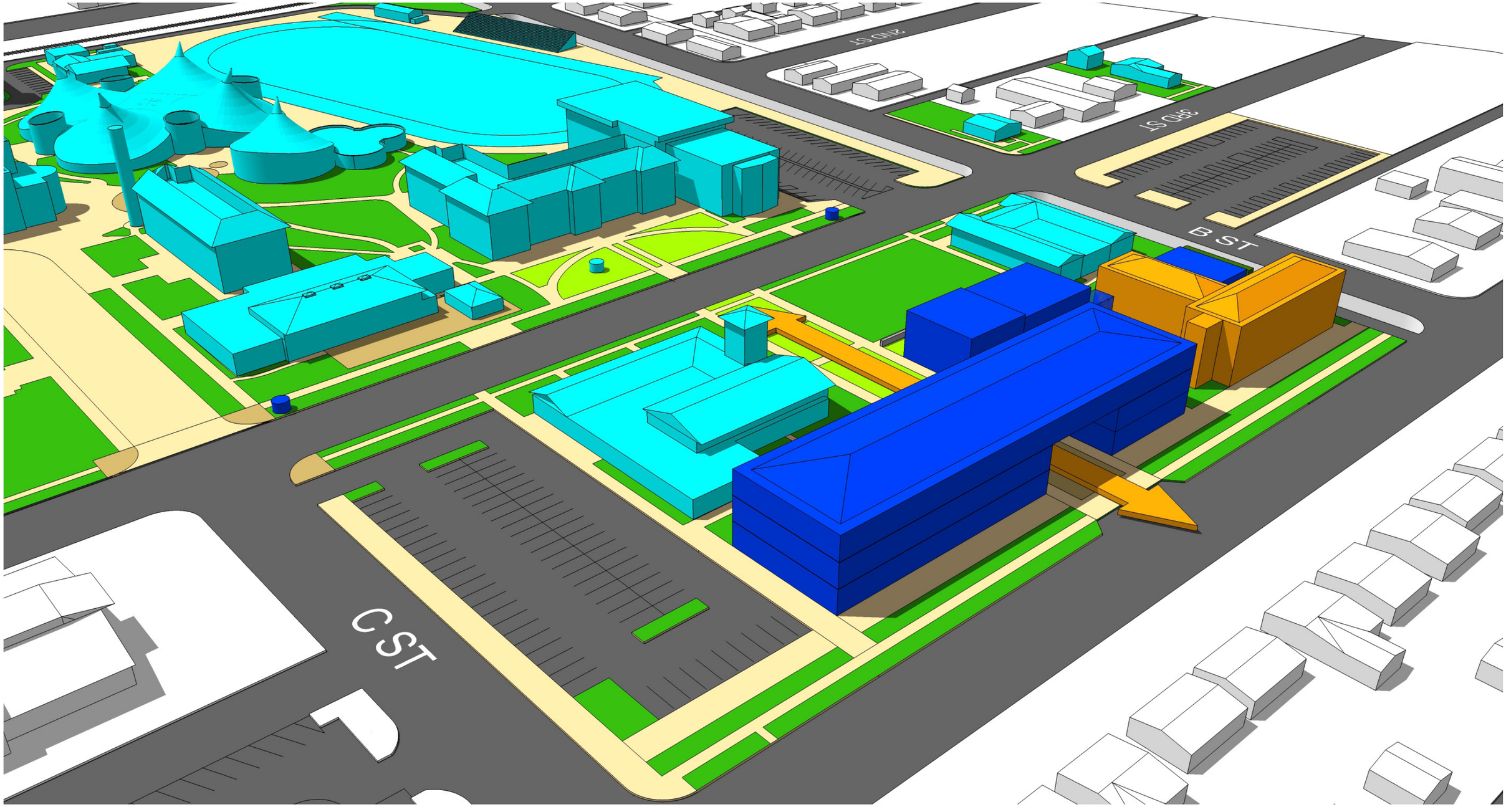
PHASE I (2015 - 2021)

OVERALL VIEW LOOKING SOUTHWEST

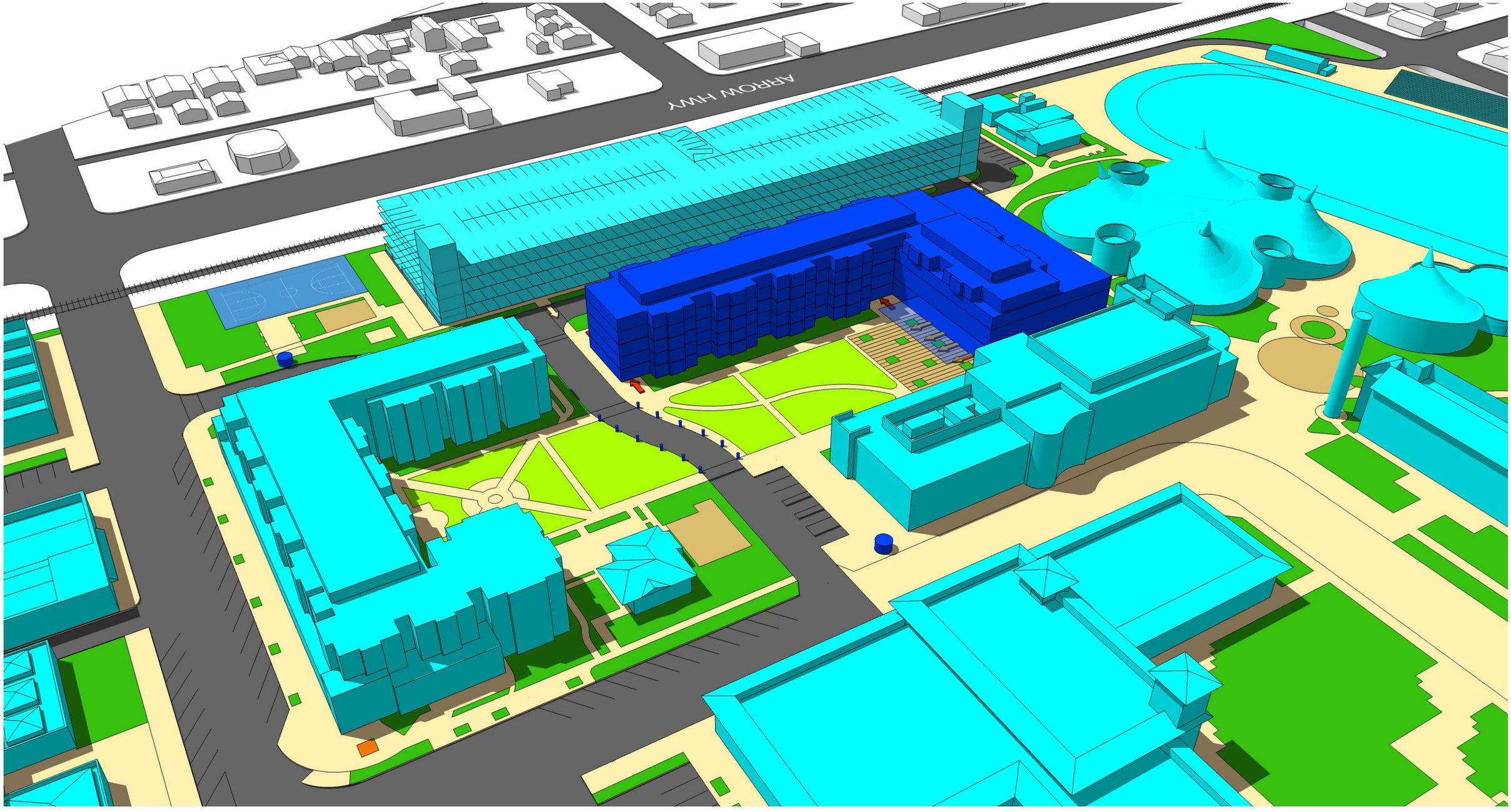
Existing building New building / Structure Renovated building



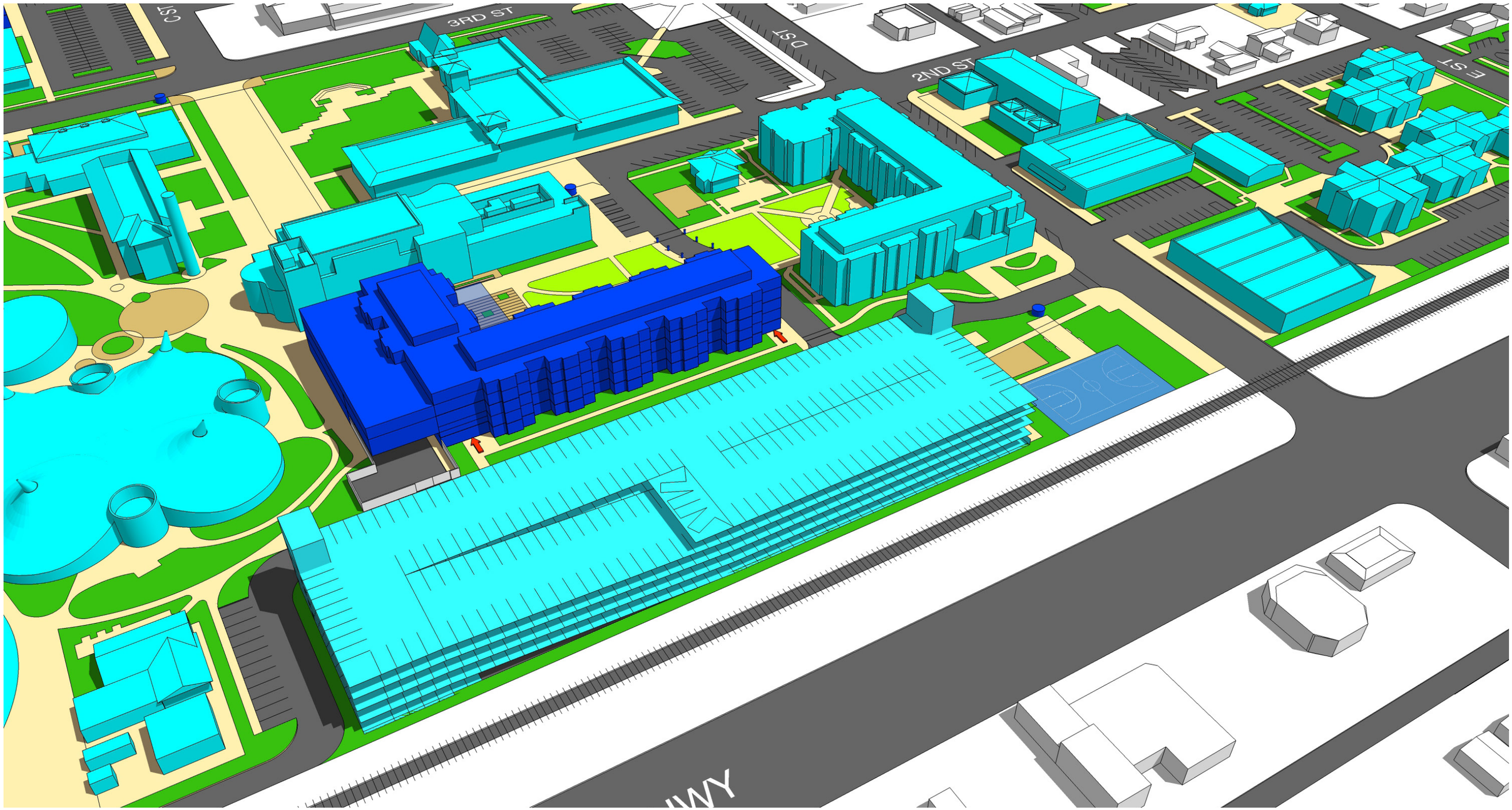
Existing building New building / Structure Renovated building



Existing building New building / Structure Renovated building



Existing building New building / Structure Renovated building



Demolitions

INTERFAITH CHAPEL

The Interfaith Chapel is at the end of its service life and is a low yield (single story) building in a prime area of campus. With growing demand for interfaith programs and services the current facility does not meet the University's educational needs.

MODULAR CLASSROOM BUILDING

The Modular Classroom Building is an inefficient and temporary structure built to handle the short term demands of the University. With new academic spaces and upgraded educational facilities in Phase I, this space is no longer needed, and lacks historical or architectural value. Also, the University's Conditional Use Permit (CUP) for the modular classroom building expires July 2019.

STU-HAN RESIDENCE HALL

Stu-Han Residence Hall is at the end of its service life and does not meet current university residence hall standards or needs. To renovate this facility up to required standards would be too costly and inappropriate use of limited university resources.

2ND STREET & C STREET

The plan proposes the closure of 2nd and C Streets to public traffic and their renovation into promenades. This will allow for the integration of the multiple blocks owned by the University into a pedestrian-oriented super-block. The closure of C street will unify Sneaky Park with the North Core of campus, allowing for a seamless transition of pedestrians in the east-to-west direction. Both promenades will still allow emergency and service vehicles as well as bicycles. Access from 2nd Street to the parking structure will be maintained and continue to permit all through traffic.

I, D, AND O PARKING LOTS

The western portion of the "I" Lot will be closed and used to locate the new Gold Line Gateway Plaza. The "D" Lot will be closed to parking and used to locate a new Dining / Event Space as well as a new Residence Hall. The "O" Lot will be closed to parking and used to locate a new physical plant that will serve the new buildings on the North Core of campus. The site's access and adjacency to the existing Live Oak Wash makes this an optimal location for a utilitarian building, preserving the block's core for landscaping, open spaces and building pads.

Project Descriptions and Data

PHASE I (2015 - 2021) | **NEW CONSTRUCTION**

MULTICULTURAL CENTER

Given strong current potential donor interest, this project is sited and configured to be built before the Academic Building in Phase I, at the same time as renovations to Brandt Residence Hall, which is to be integrated with the new structure. Project timing will depend on the realization of funding opportunities.

The Multicultural Center will be a beacon of religious and cultural diversity and inclusiveness. It will engage the community at large with its prominent location on the North Mall and next to the future Academic Building gateway, welcoming visitors from the region and University alike. Its iconic-shape will make it an unmistakable and attractive destination on campus permitting its interiors space to be of significant height or even open to bring light from the sky.

Buffered from the streets by perimeter buildings, the site will feature intimate meditation gardens and a surrounding water feature extending the building activities to the outdoors.

EXTERIOR SPACES

1 Renovation of Brandt Hall
2 New Addition
3 Meditation garden / Water feature
4 North Mall

TECHNICAL DATA - RENOVATION (FORMER BRANDT HALL)

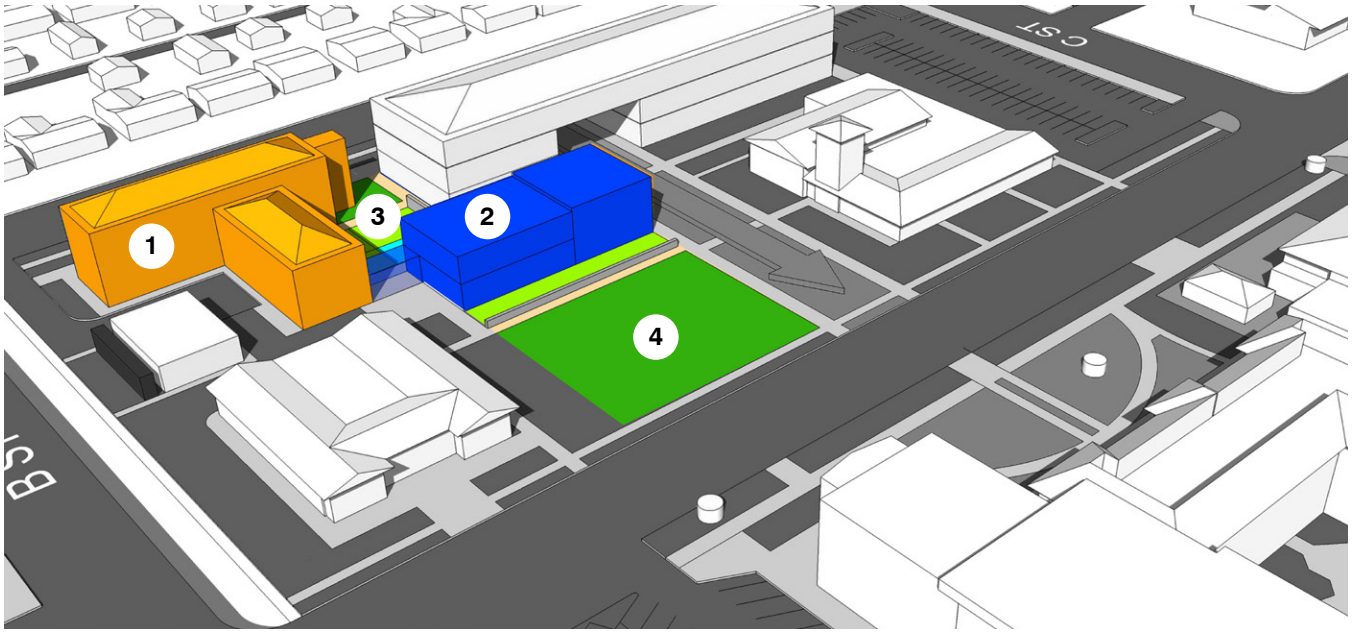
Gross square footage (gsf)	**22,500**
Assignable square footage	**13,500**
Efficiency	**60%**
Building footprint (gsf)	**7,500**
Number of floors	**3**
Height (feet)	**30+**

TECHNICAL DATA - ADDITION (NEW CONSTRUCTION)

Gross square footage (gsf)	**9,300**
Assignable square footage	**6,150**
Efficiency	**66%**
Building footprint (gsf)	**5,900**
Number of floors	**2**
Height (feet)	**30+**

TECHNICAL DATA - TOTAL PROJECT

Total Gross square footage (gsf)	**31,800**
Assignable square footage	**19,650**
Efficiency	**62%**
Building footprint (gsf)	**13,400**
Number of floors	**2-3**
Height (feet)	**30+**



MULTICULTURAL CENTER

1 Transparency, community connectivity
2 Interfaith worshiping space
3 Natural light, iconic shape
4 Open and welcoming
5 Water feature, intimate and secluded
6 Landscaping, spiritual qualities

1

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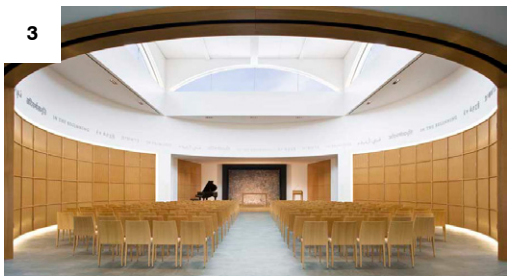

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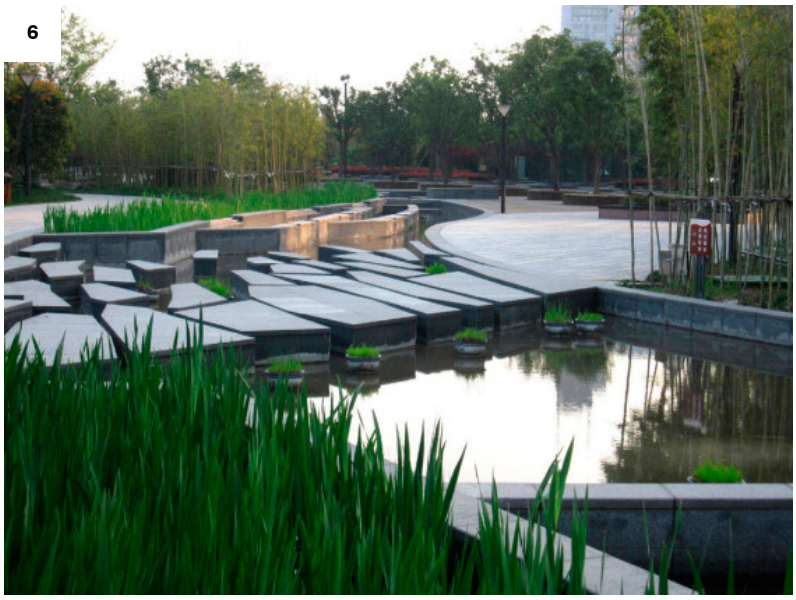


PHASE I (2015 - 2021) | **NEW CONSTRUCTION**

ACADEMIC BUILDING I

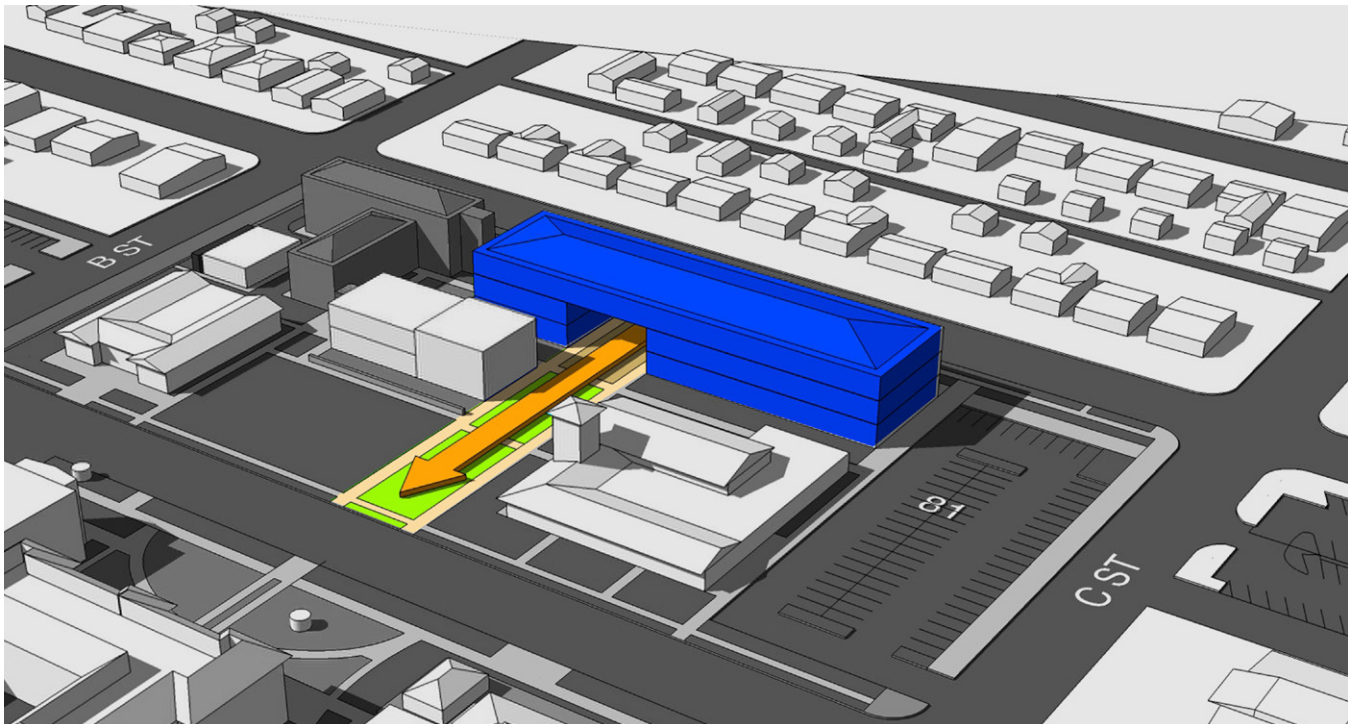
The construction of Academic Building I will provide a substantial increase in the number and quality of instructional and academic spaces, replacing inadequate, antiquated and technologically-outdated classrooms and labs while allowing for significant future growth.

The new project will be located on the north edge of campus, along Bonita Avenue, defining a new campus face and creating a link between the University and the surrounding community of Old Town La Verne. The three-story structure will include a gateway, welcoming students and visitors into campus through a large portal opening (breezeway) on the ground floor. This portal will also frame a formal view corridor terminating at the entry of Founders Hall, establishing a dialog between the past history and future potential of University of La Verne.

* Space programming for this project will be a future Provost-led discussion.

TECHNICAL DATA

Gross square footage (gsf)	**53,100**
Assignable square footage (gsf)	**37,170**
Efficiency	**70%**
Building footprint (gsf)	**16,330**
Number of floors	**3**
Height (feet)	**50**



ACADEMIC BUILDING

1 Lecture Hall
2 Technology integration
3 Lab space
4 Informal learning, study area
5 Flexible space, informal learning
6 Student lounge and study area

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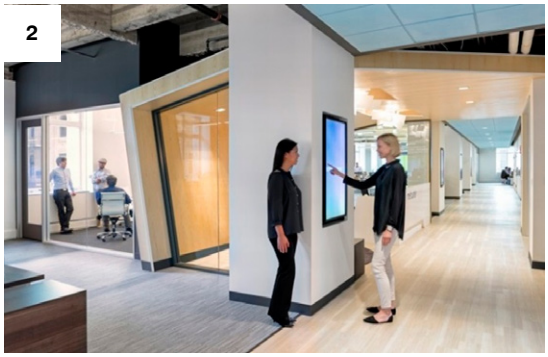

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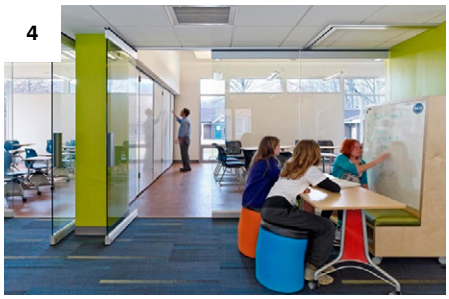

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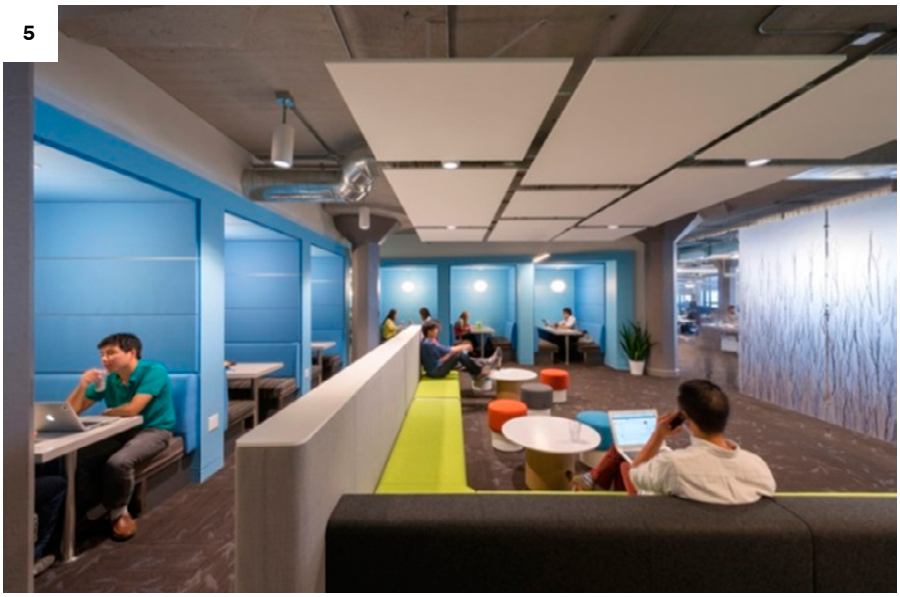


PHASE I (2015 - 2021) | **NEW CONSTRUCTION**

RESIDENCE HALL

A portion of the "D" Parking Lot and South Quad will be used to erect the new Residence Hall. The efficient 5-story structure will continue the density, height, massing and architectural vocabulary established by the recently-built Vista La Verne Residence Hall, creating a coherent complex of buildings for student life. The project configuration "mirrors" the Vista La Verne layout, enclosing the Student Life Quad and a student plaza for dining and socializing.

The consolidation of the student residential area on the southeast corner of campus is the first step of the larger Student Village concept. The Student Village will become a hub of activity not only for the University students but for the La Verne community at large.

The beds lost from Stu-Han Residence Hall and Brandt Residence Hall will be captured in this building.

EXTERIOR SPACES

1 Covered student plaza
2 Student Life Quad
3 Pedestrian friendly circulation

TECHNICAL DATA

Gross square footage (gsf)	**79,650**
Assignable square footage (asf)	**55,755**
Efficiency	**70%**
Building footprint (gsf)	**14,800**
Number of floors	**5**
Height (feet)	**60**

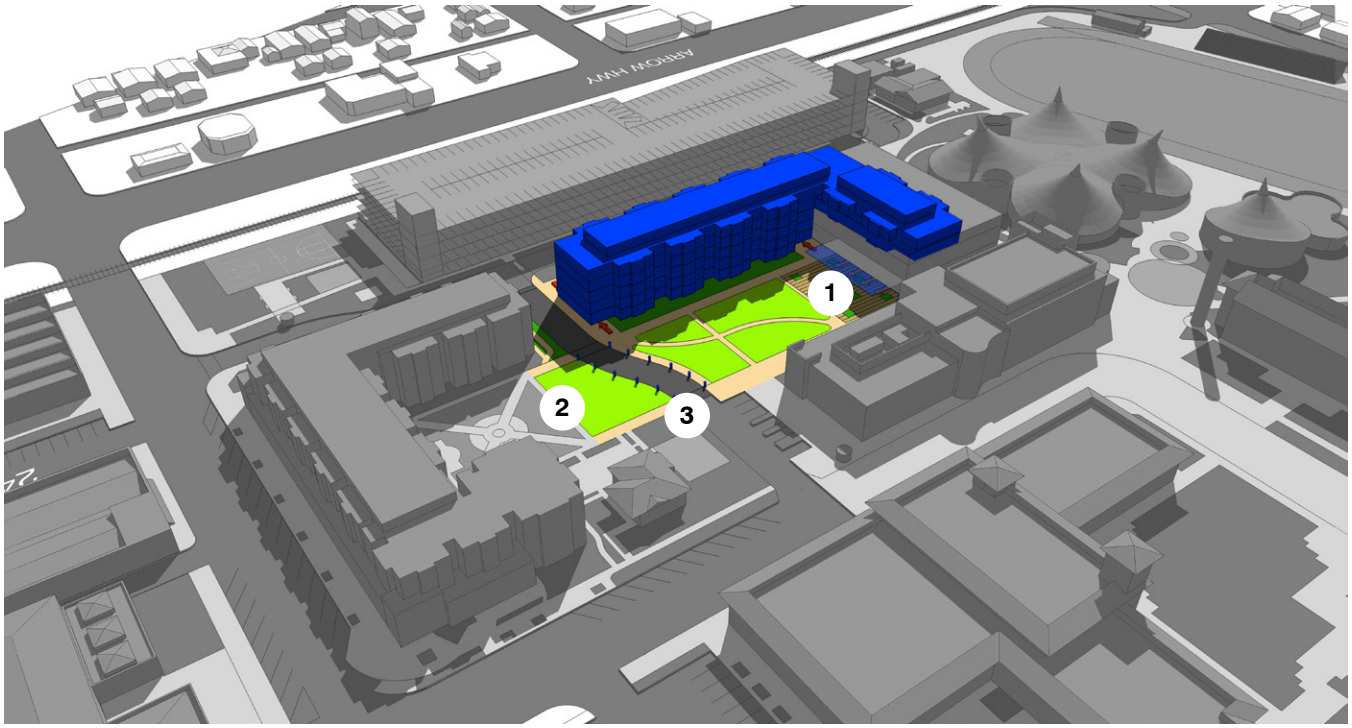
CONCEPTUAL PROGRAM

Student housing units on the upper four floors, student lounge and study areas and indoor/outdoor social spaces.

Student units: 2 beds or 3 beds (built-in growth), desk area, closets, bathroom.

TEST-FIT SPACE

Maximum Number of beds	**400**



RESIDENCE HALL

1 Lobby, welcoming, open, visually integrated
2 Lounge areas, technology-based, natural light
3 Common areas, blurred boundaries between live, play, work
4 Study, dining, lounging
5 Dorm unit, space efficient

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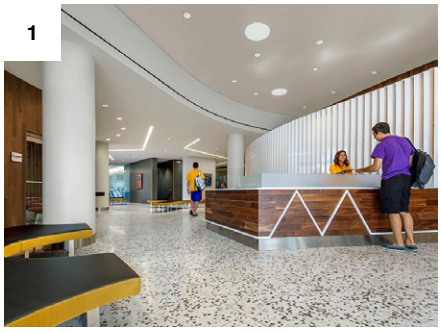

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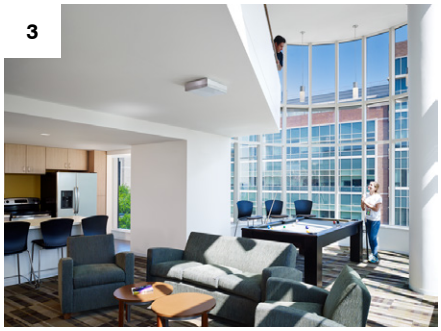

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PHASE I (2015 - 2021) | **NEW CONSTRUCTION**

DINING / CAMPUS EVENT SPACE

As part of the new Residence Hall complex, an integrated three-story dining and campus event facility takes the west portion of the site. The ground floor is dedicated exclusively to dining, cafeteria and lounge areas. This portion is internally connected to the residence hall; it also opens up to the covered and shaded Student Plaza to the east which will allow students to lounge and dine outdoors.

The cafeteria kitchen area has a dedicated service yard for deliveries, trash disposal and recycling to the south of the building, preserving the pedestrian areas free of service traffic and activities.

The second floor becomes an extension of the dining space below with additional table and lounge areas. The third floor will be occupied by campus-wide amenities such as a new board room, meeting and seminar space along with flexible space.

TECHNICAL DATA

Gross square footage (gsf)	**48,800**
Assignable square footage (asf)	**31,720**
Efficiency	**65%**
Building footprint (gsf)	**14,400**
Number of floors	**3**
Height (feet)	**45'**

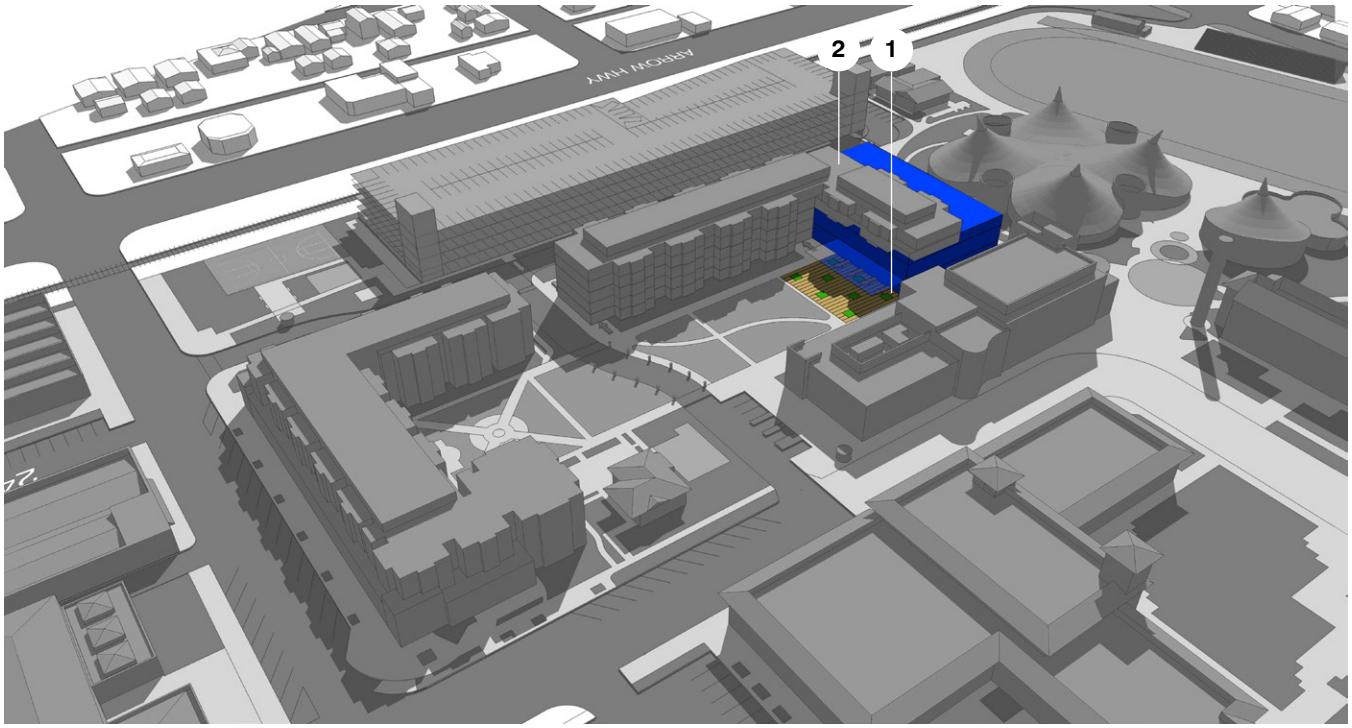
CONCEPTUAL PROGRAM

Cafeteria and food services, dining space, student lounging, institutional space, board room, meeting rooms, flexible space.

EXTERIOR SPACES

1 Connecting mall
2 Service yard

* Actual Program to be developed



DINING

1 Grand event space, large dining hall
2 Conference, group, meeting
3 Inside / Outside, exterior shade
4 Multi-level, daylighting
5 Transparency, large openings

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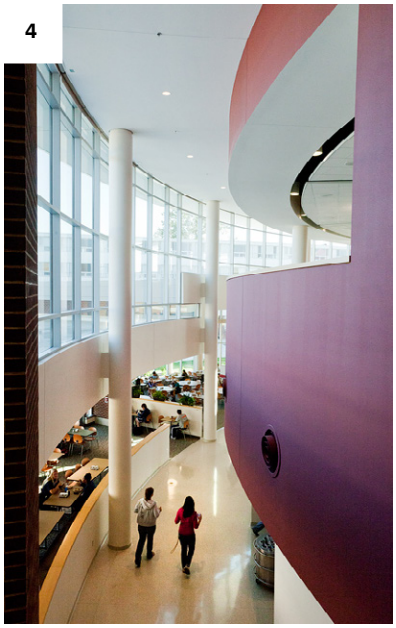

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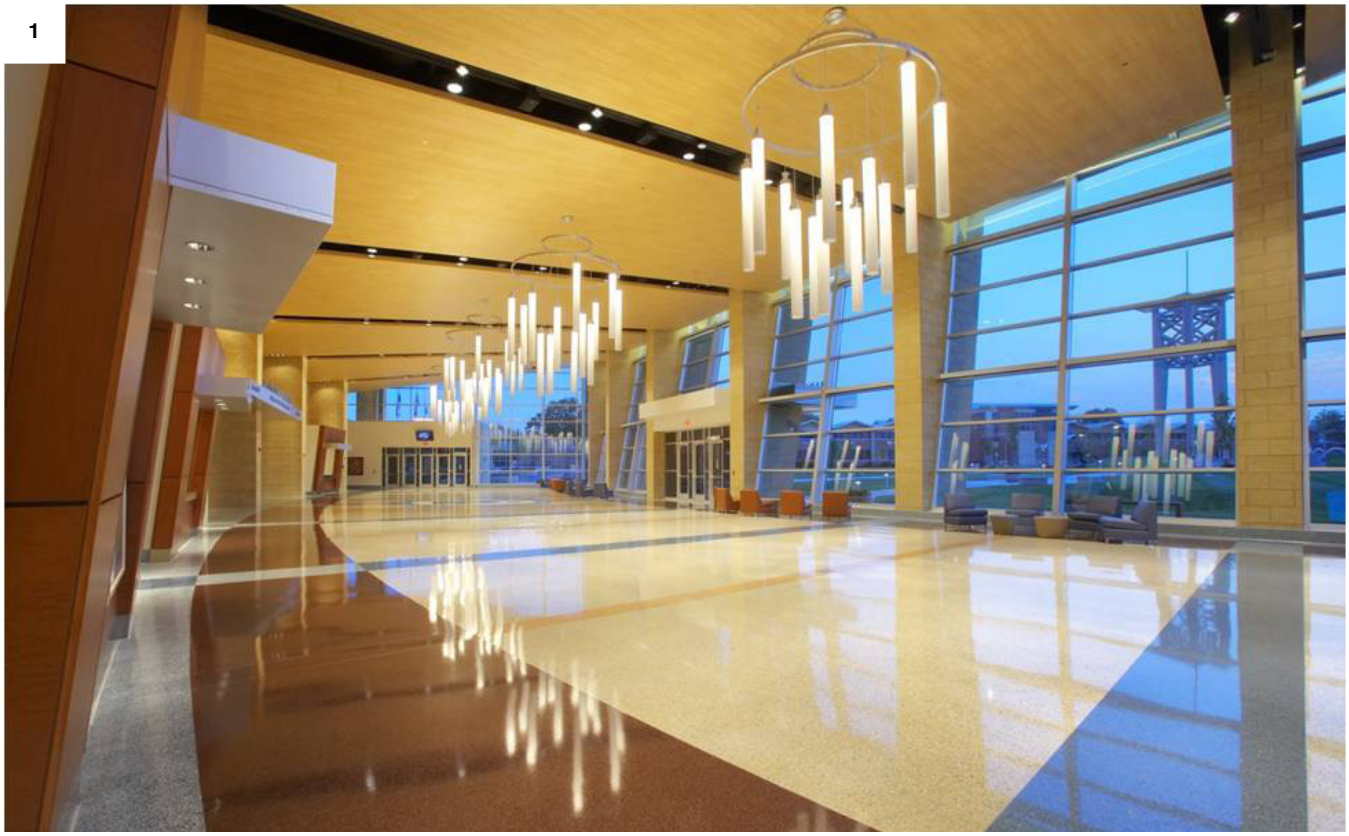
EVENT SPACES

1 Flexible campus-wide event space
2 Staff and administration faculty lounge, natural light
3 Conference rooms, identity and branding

1



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PHASE I (2015 - 2021) | **NEW CONSTRUCTION**

PEDESTRIAN PROMENADES

The closure of C Street and the 2nd Street driveway in front of the Abraham Campus Center will enable the consolidation of the currently divided university blocks into one pedestrian "super-block," the University District. Traffic will be distributed around the periphery in favor of pedestrian and bicycle movement inside the campus super-block. The new promenades will allow service and emergency vehicle access only, permitting a fire lane. Using pedestrian-friendly paving materials, urban furniture, landscape and signage, the promenade's design will prioritize the flow of students and the creation of people-spaces.

The closure of 3rd Street for the creation of a Pedestrian Promenade will NOT occur until Phase II (2022 - 2028).

CAMPUS ENTRY MARKERS

Located at key access points to the promenade system, way-finding markers will welcome students and visitors into this new pedestrian-friendly environment. The entry markers present a unique opportunity to display and reinforce the University of La Verne branding, and can incorporate digital information displays for campus directory, message and event announcement and interaction with the surrounding community.

NEW VISITOR PARKING LOT

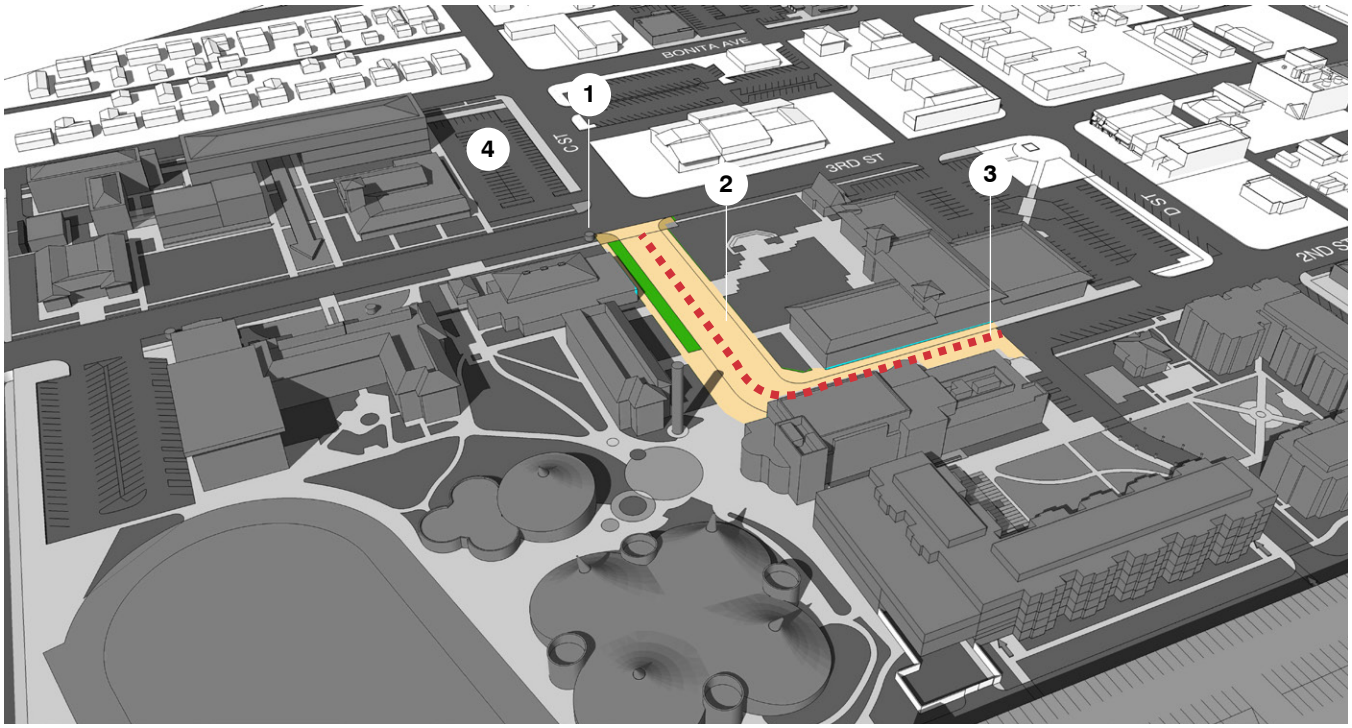
The site formerly occupied by the Stu-Han Residence Hall will be dedicated to a new parking lot. The lot is intended to serve primarily as visitor parking.

TECHNICAL DATA

Promenades	
Overall area (sf)	**30,130**
Length (linear feet)	**615**
Parking lot	
Overall area (sf)	**28,800**

1 Campus entry markers
2 C Street Promenade (emergency/service)
3 2nd Street Promenade (emergency/service)
4 New visitor parking lot

Emergency / Service access only



PEDESTRIAN PROMENADES

1 Internal campus promenade
2 Active people space
3 Pedestrian-friendly, traffic-calming paving materials
4 Urban furniture, signage
5 Human scale, mixed-use promenade

1

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CAMPUS ENTRY MARKERS

1 Vista La Verne monument signage
2 Interactive digital signage
3 Digital marker / branding

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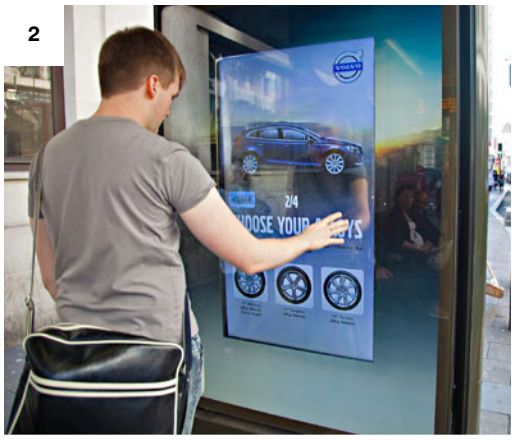


3

NORTH PHYSICAL PLANT

Occupying a portion of the existing “O” Parking Lot, the new North Physical Plant will create a hub of centralized utilities and infrastructure to leverage the economies of scale of new and renovated buildings on the Historic Core of campus.

The integrated management and distribution of cold and hot water, electricity and information technologies will efficiently deliver services to the surrounding facilities realizing significant energy savings during their lifetime.

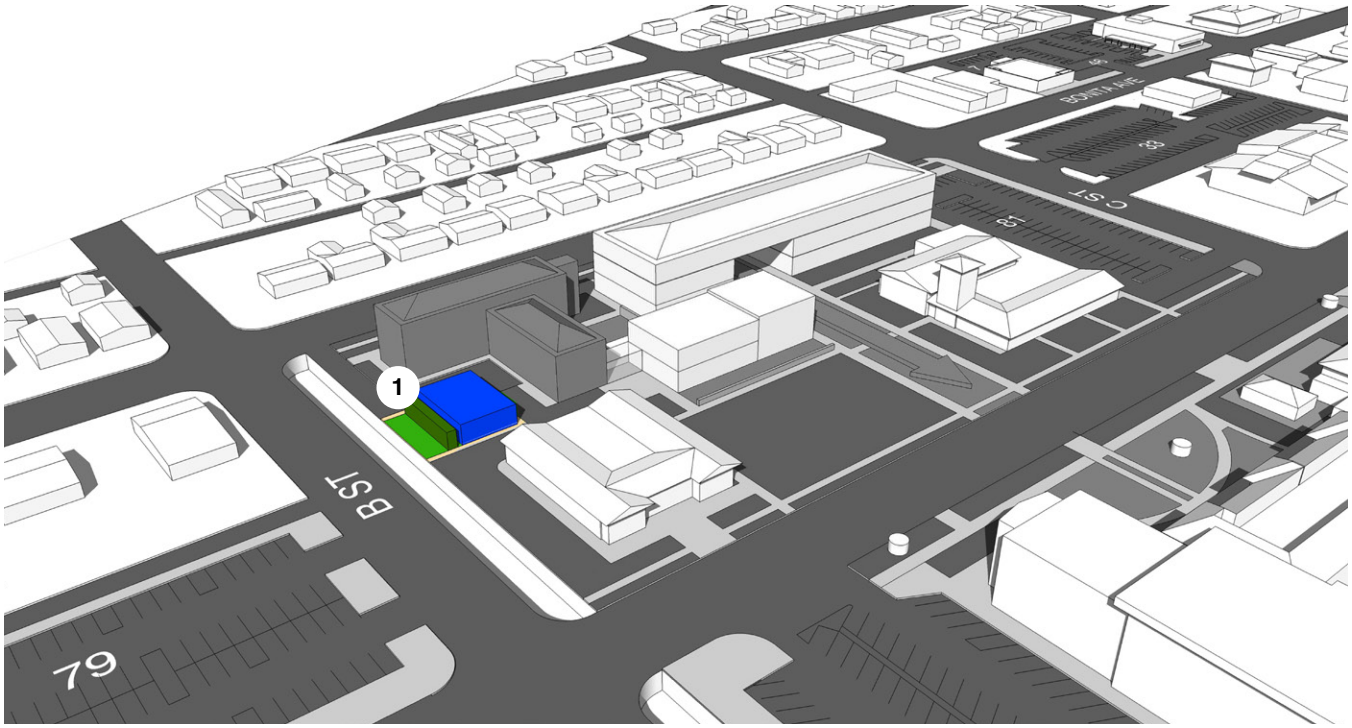
The facility is intended to service the new Academic Buildings I and II, the Multicultural Center, the new Student Services Building, the renovated Hoover Hall, and renovated Brandt Hall.

The current driveway on Bonita Avenue will give access to a surrounding service yard. Landscape buffers will control noise and create a transition between the residential edge, street and service areas.

1 Heavy landscape buffer used to screen noise and views.

TECHNICAL DATA

Building footprint (gsf)	**2,000**
Number of floors	**1**
Height (feet)	**15-20**



PHASE I (2015 - 2021) | **NEW CONSTRUCTION**

GOLD LINE GATEWAY PLAZA

The Gold Line Gateway Plaza will encourage ridership of public transportation by providing a pedestrian link between the future La Verne Gold Line Station and the University of La Verne campus / downtown La Verne. Much like the campus entry markers, the Gold Line Gateway Plaza will welcome students and visitors and reinforce the University of La Verne branding. The plaza will house entry markers which incorporate digital information displays for campus directory, message and event announcement, and interaction with the surrounding community.

*The Baum building facilities on the north side of 1st Street are limited to Specific Plan designated uses, unless otherwise approved through the Specific Plan's interim use permit procedure.

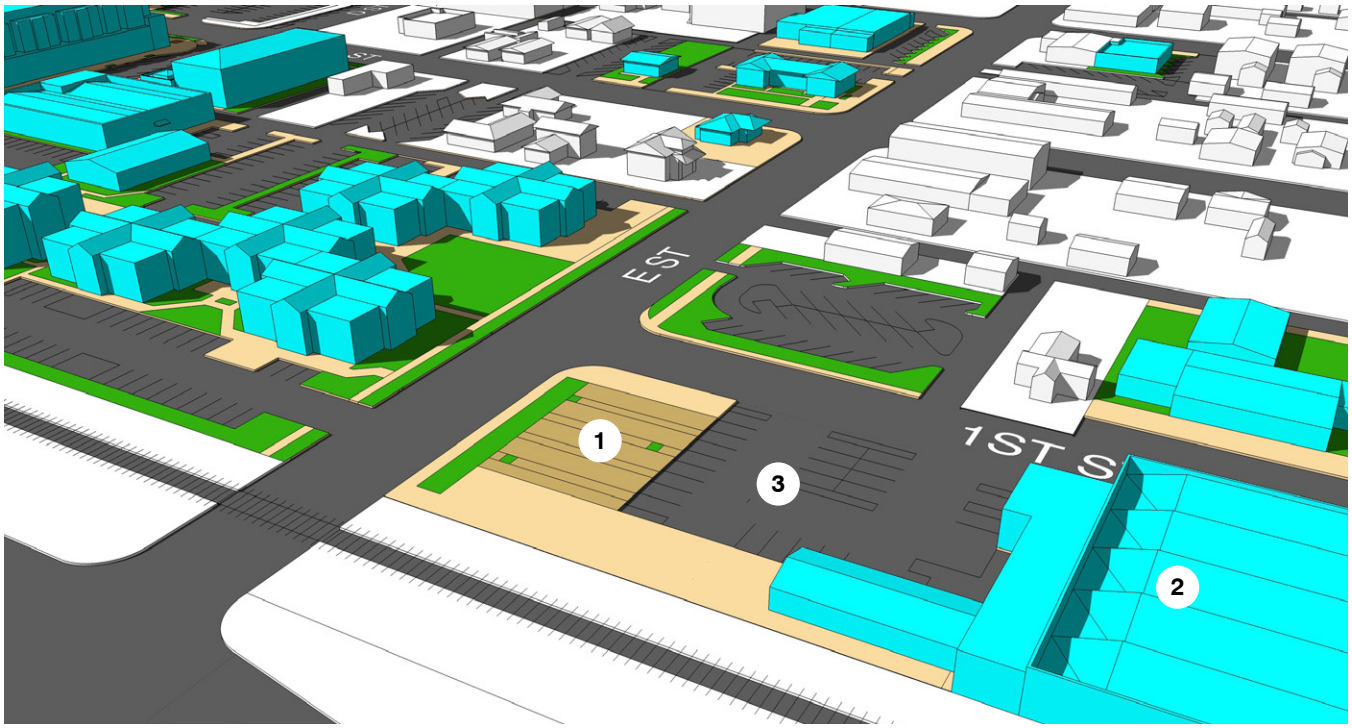
RENOVATED VISITOR PARKING LOT

Parking capacity of Lot "I" will be reduced in Phase I to make way for the new Gold Line Gateway Plaza.

TECHNICAL DATA

Plaza	
Overall area (sf)	**14,800**
Parking lot	
Overall area (sf)	**12,220**
Spaces	**28**

1 Gateway Plaza
2 Baum Building
3 Plaza Parking



GOLD LINE GATEWAY PLAZA

1 Seating and shading
2 Welcoming gateway
3 Interactive landscape elements
4 Urban park

1

2

3

4

Phase II (2022 - 2028)

DEMOLITION PROJECTS INCLUDED IN PHASE II (ALPHABETICALLY):

- 3rd Street
- Davenport Dining
- Woody Hall

NEW PROJECTS INCLUDED IN PHASE II (ALPHABETICALLY):

- 3rd Street Pedestrian Promenade
- Academic Building II
- Consolidated Student Services Center

POSSIBLE RENOVATIONS INCLUDED IN PHASE II (ALPHABETICALLY):

Renovations and spaces will be prioritized based on the educational needs of the institution and space available. Depending upon future university needs, potential building renovations include:

- Abraham Campus Center
- Arts and Communications Building
- Barkley Building
- College of Business and Public Management
- Leo Hall

Existing building | Landscape | Hardscape | Roads / parking*

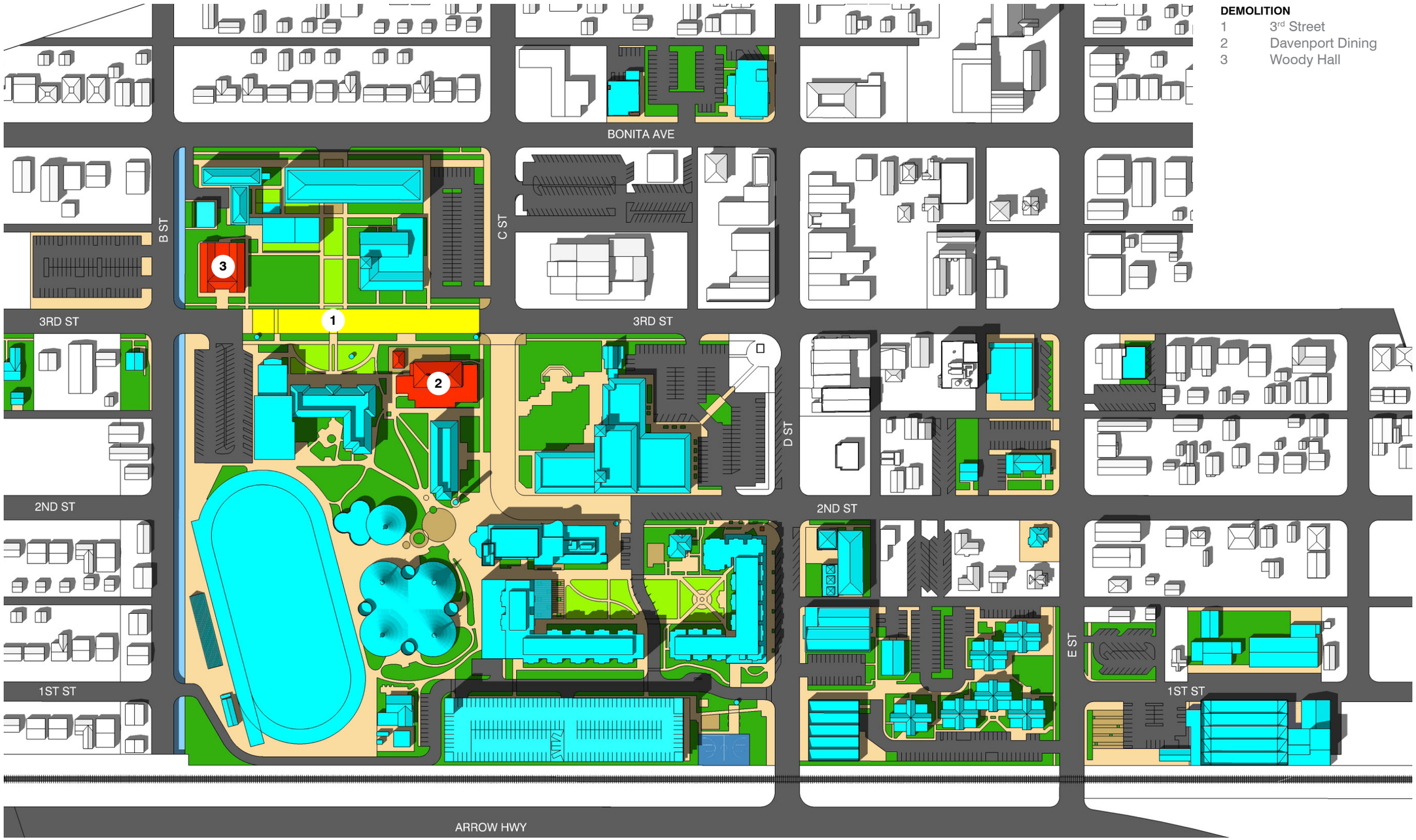
1 2nd Street Building
2 Abraham Campus Center
3 Academic Building I
4 Arts and Communications Building
5 Barkley Annex
6 Barkley Building
7 Bonita Building
8 Student Life Quad
9 Center for Teaching & Learning
10 Central Services
11 Enrollment Management
12 College of Business & Public Management
13 Counseling & Psychological Services
14 Dailey Theater
15 Davenport Dining
16 Dining / Event Space
17 E Street Building
18 ELS Language Center
19 Faculty House
20 Founders Hall
21 Hanawalt Fitness Center
22 Hanawalt House
23 Health Services
24 Hoover Building
25 Landis Academic Center
26 Leo Hall
27 Leo Park
28 Maniero / La Fetra Building
29 Miller Hall
30 Multicultural Center
31 Music Annex
32 Oaks Residence Hall
33 Ortmayer Athletic Complex
34 Parking Structure I / Safety Office
35 Physical Plant North
36 Physical Plant South
37 Residence Hall I
38 Sports Science & Athletics Pavilion
39 University Advancement
40 Visitor Parking Lot
41 Vista La Verne Residence Hall
42 Wilson Library
43 Woody Hall
44 Gold Line Gateway Plaza

* White numbers in parking lots indicate lot capacity

PHASE II (2022 - 2028)

DEMOLITIONS

Existing building Building to be demolished Street / Parking closure / modification



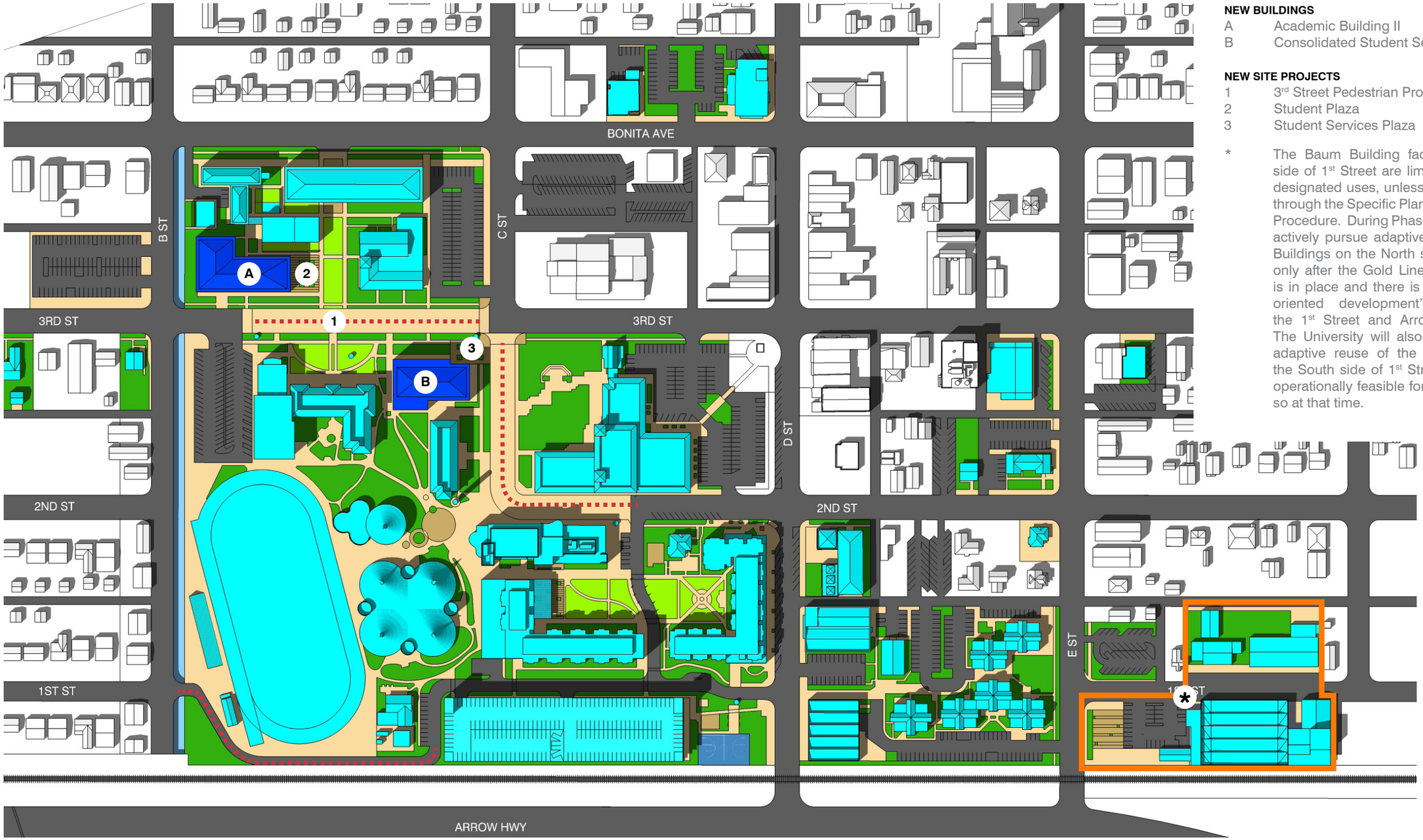
DEMOLITION

1 3rd Street
2 Davenport Dining
3 Woody Hall

200'

1 acre

Existing building | New building / Structure | Adaptive Reuse Mixed-Use District | Service / Emergency access only



NEW BUILDINGS

A Academic Building II
B Consolidated Student Services

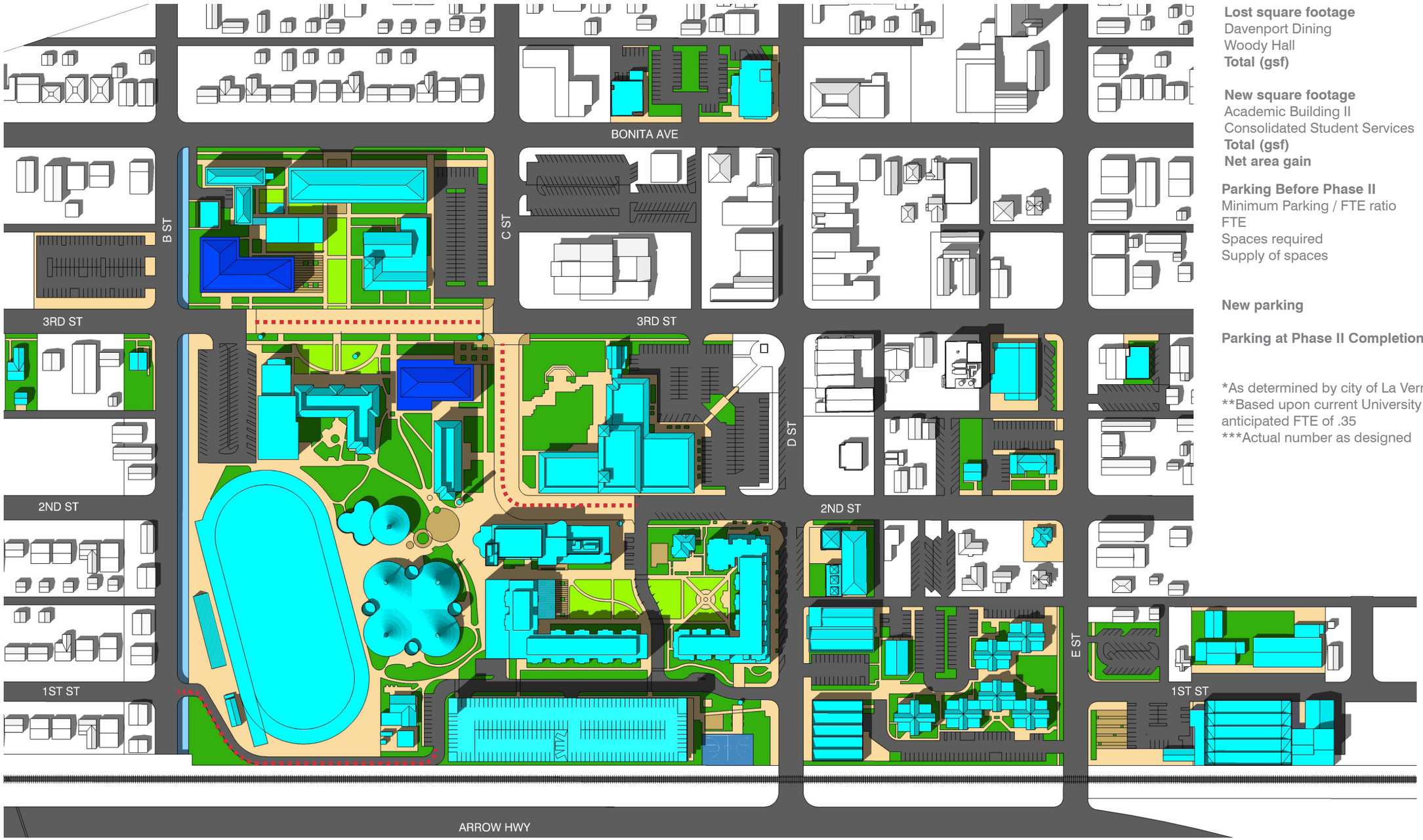
NEW SITE PROJECTS

1 3rd Street Pedestrian Promenade
2 Student Plaza
3 Student Services Plaza

* The Baum Building facilities on the North side of 1st Street are limited to Specific Plan designated uses, unless otherwise approved through the Specific Plan's Interim Use Permit Procedure. During Phase II, the University will actively pursue adaptive reuse of the Baum Buildings on the North side of 1st Street, but only after the Gold Line light rail transit line is in place and there is significance "transit-oriented development" underway within the 1st Street and Arrow Highway vicinity. The University will also consider integrated adaptive reuse of the Baum Buildings on the South side of 1st Street if financially and operationally feasible for the University to do so at that time.

PHASE II (2022 - 2028)

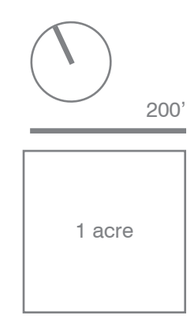
Existing building | New building / Structure | Service / Emergency access only



PHASE II SUMMARY DATA

Lost square footage	
Davenport Dining	- 9,570
Woody Hall	- 13,522
Total (gsf)	**- 22,092**
New square footage	
Academic Building II	51,000
Consolidated Student Services	45,000
Total (gsf)	**96,000**
Net area gain	**73,908**
Parking Before Phase II	
Minimum Parking / FTE ratio	.30*
FTE	4,727**
Spaces required	1,418***
Supply of spaces	2,194
	776 Surplus Spaces
New parking	**None**
Parking at Phase II Completion	**2,194 Spaces**

*As determined by city of La Verne
**Based upon current University population and anticipated FTE of .35
***Actual number as designed



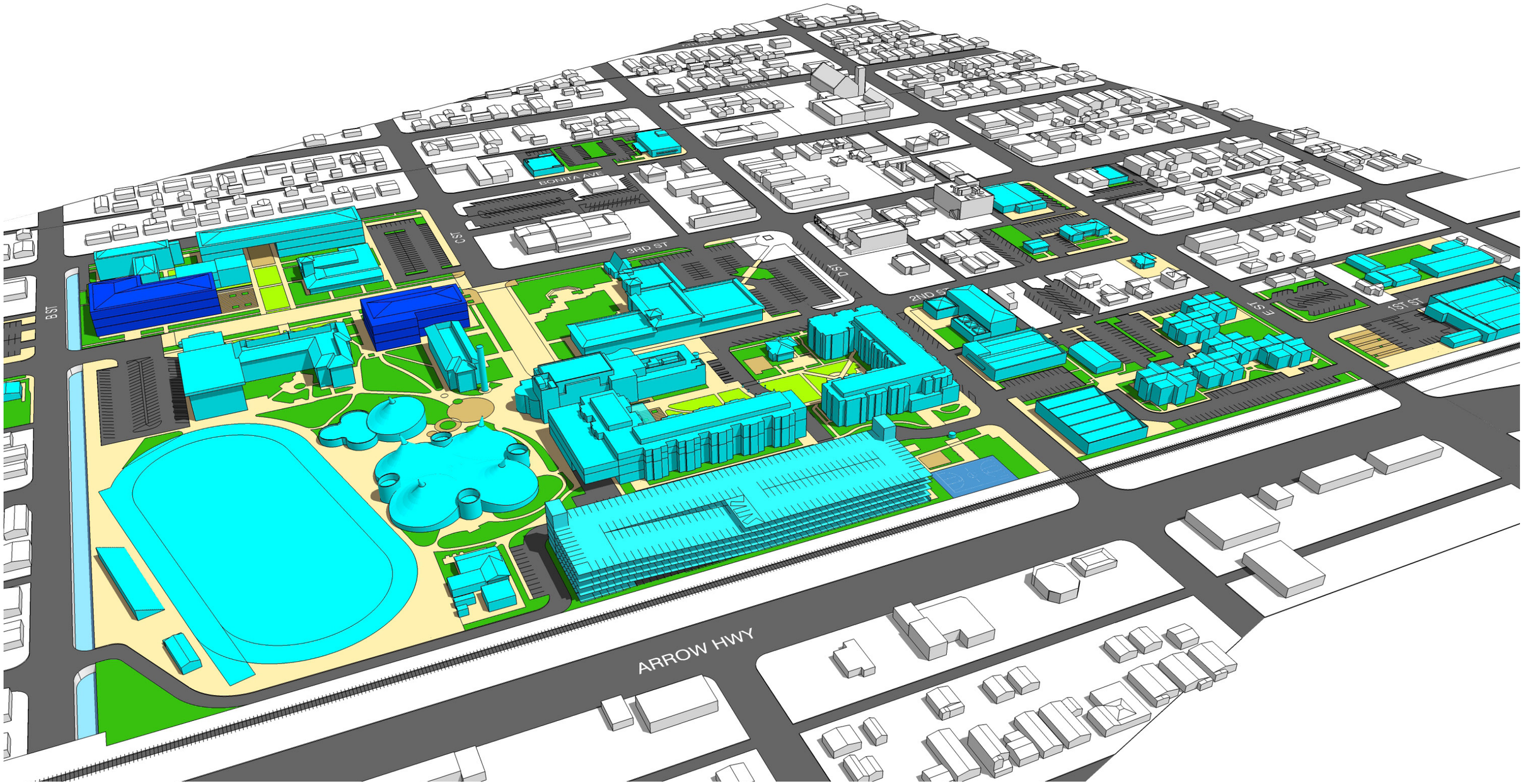
3D Views

PHASE II (2022 - 2028)

OVERALL VIEW LOOKING NORTHEAST

Existing building

New building / Structure

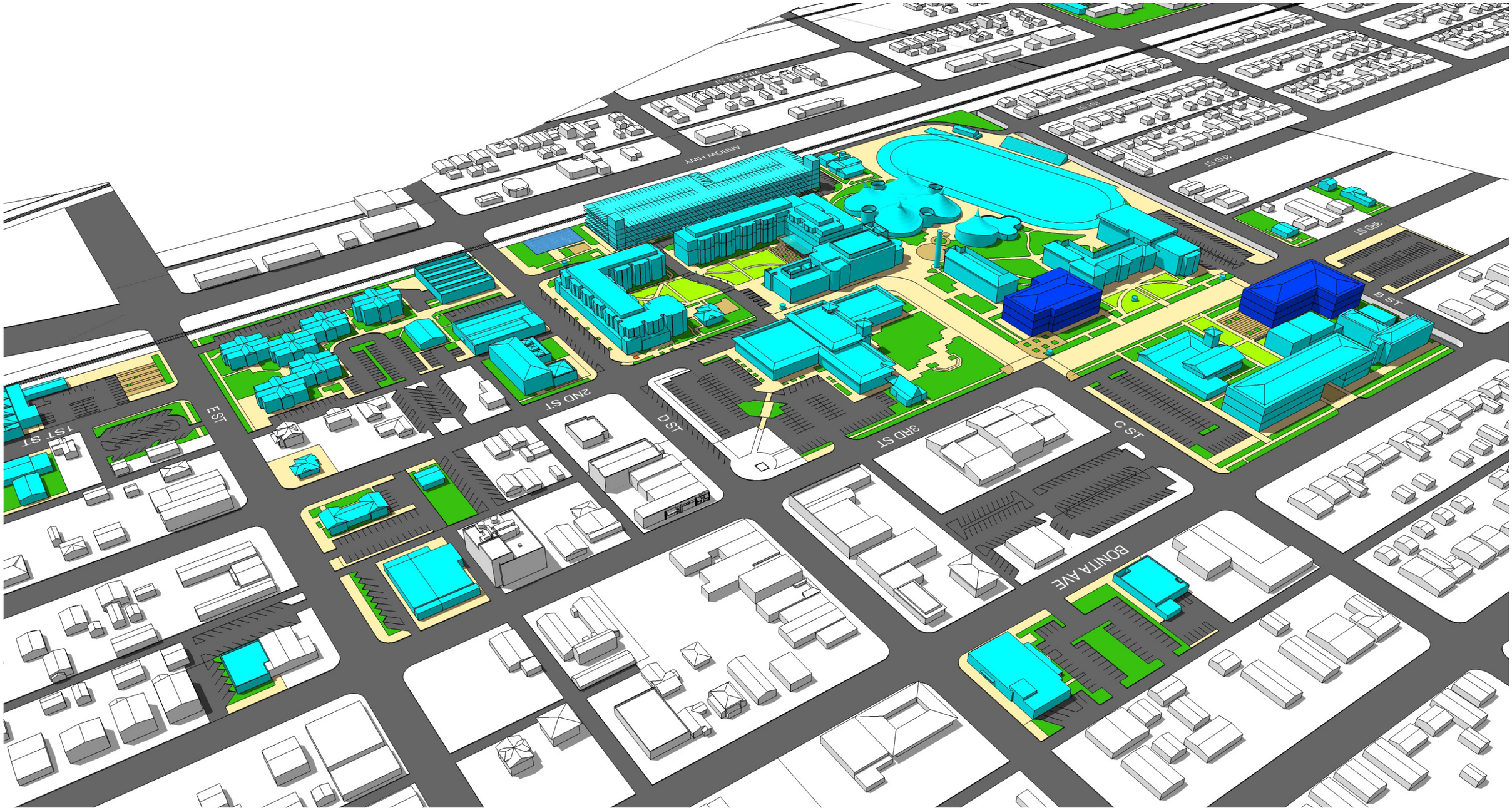


PHASE II (2022 - 2028)

OVERALL VIEW LOOKING NORTHWEST

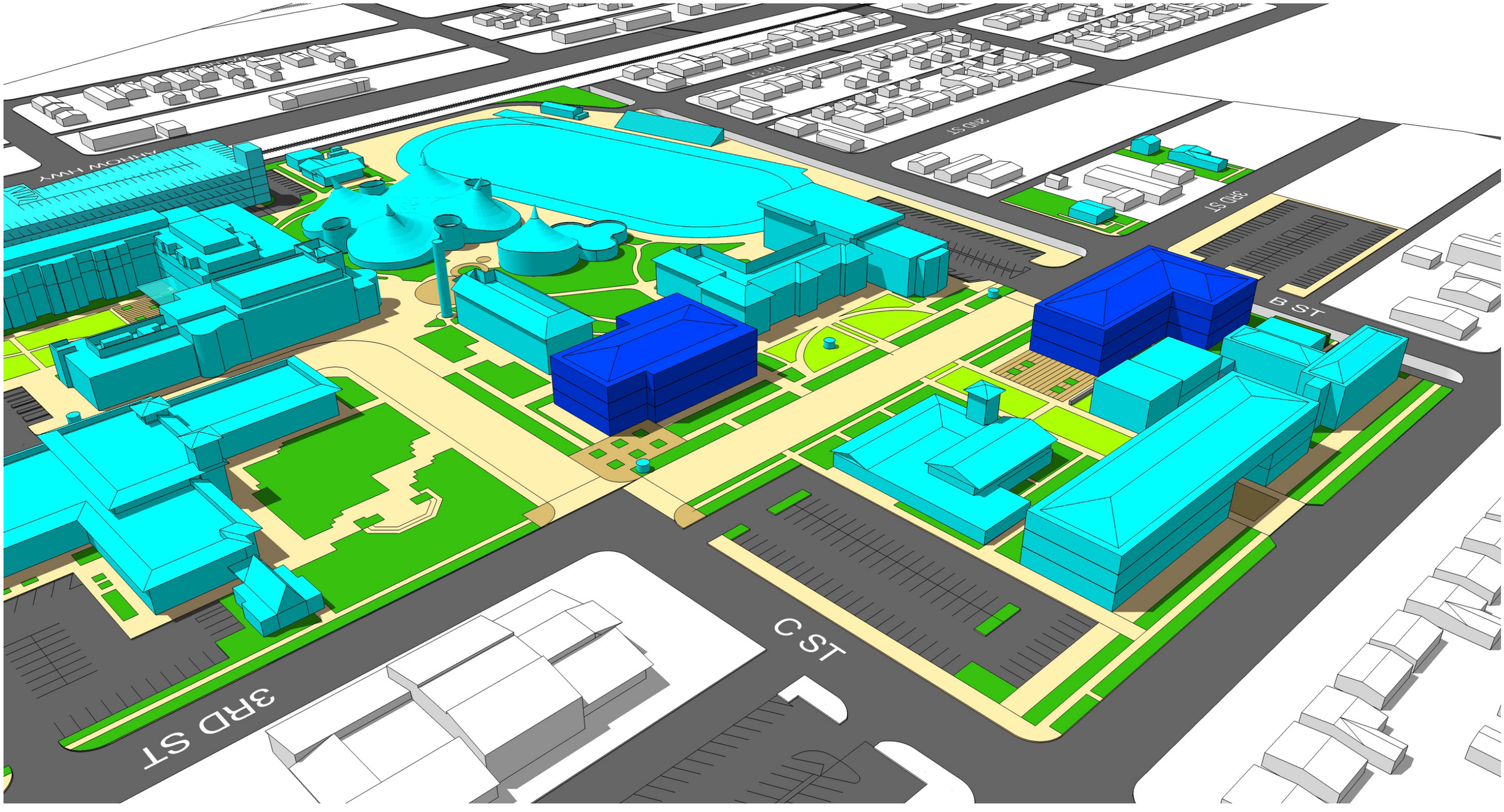
Existing building

New building / Structure



Existing building

New building / Structure



Demolitions

DAVENPORT DINING

Although Davenport Dining Hall was minimally renovated in 2011, the support facilities and food kitchen/prep areas still require significant renovation which would be costly and an inefficient use of limited University resources. Between Phase I and Phase II, the University plans to use the existing Davenport Dining Hall for university-related uses.

WOODY HALL

Woody Hall is at the end of its service life cycle and would require significant renovation to be brought up to current code. The footprint of the facility anchors the Northwest corner of the University and therefore makes it a prime candidate for new Academic use and enhanced edge to the adjacent residential community.

3RD STREET

The University is seeking the closure of 3rd Street between B and C Streets to renovate into a pedestrian promenade. This will provide a safer campus for pedestrians, make that area far more aesthetically pleasing for the University and the community, and reduce University traffic through the West neighborhood to and from Wheeler Avenue. As an interim measure, the University will explore traffic-calming/mitigating initiatives with the City on 3rd Street between B and C Streets.

Project Descriptions and Data

PHASE II (2022 - 2028) | **NEW CONSTRUCTION**

PEDESTRIAN PROMENADE

The closure of the 3rd Street driveway between B Street and C Street will enable the consolidation of the currently divided university blocks into the pedestrian "super-block" with the rest of the University District. Traffic will be distributed around the periphery in favor of pedestrian and bicycle movement inside the campus super-block. The new promenade will allow service and emergency vehicle access only, permitting a fire lane. Using pedestrian-friendly paving materials, urban furniture, landscape and signage, the promenade's design will prioritize the flow of students and the creation of people-spaces.

CAMPUS ENTRY MARKERS

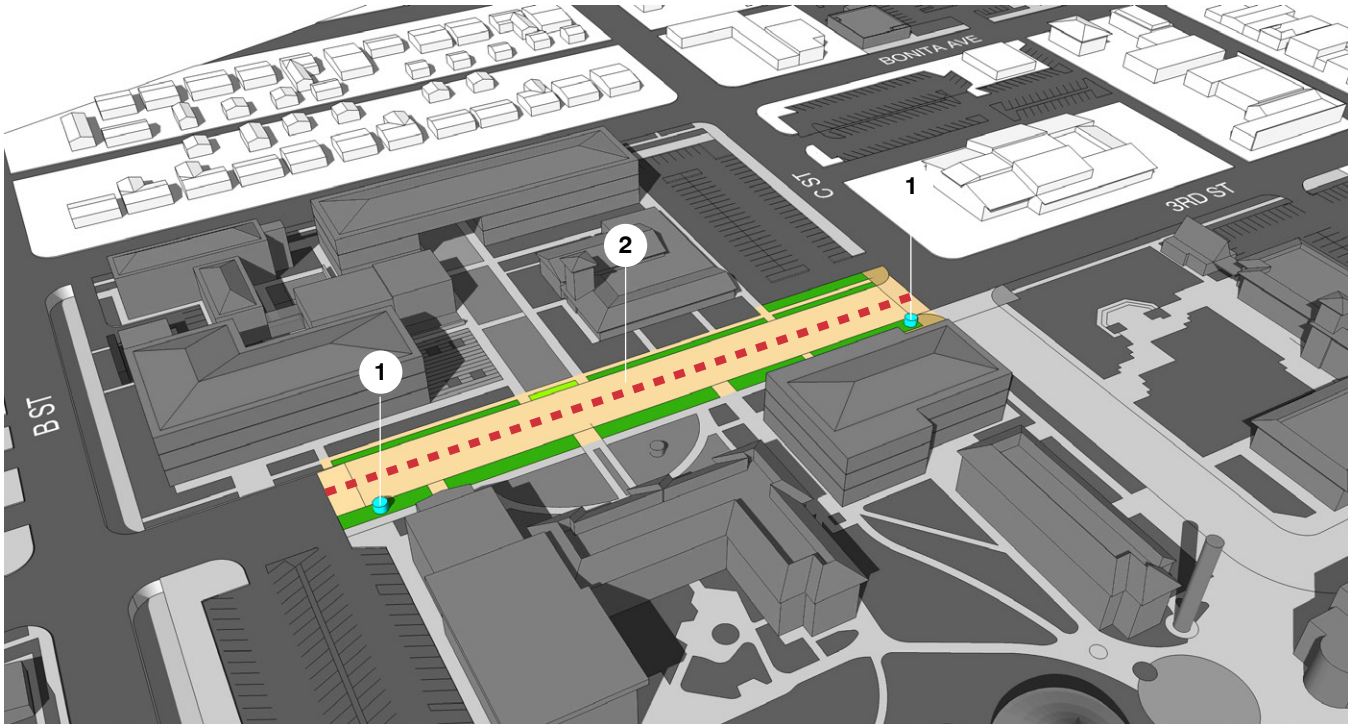
Located at key access points to the promenade system, way-finding markers will welcome students and visitors into this new pedestrian-friendly environment. The entry markers present a unique opportunity to display and reinforce the University of La Verne branding, and can incorporate digital information displays for campus directory, message and event announcement and interaction with the surrounding community.

TECHNICAL DATA

Promenade	
Overall area (sf)	**25,120**
Length (linear feet)	**502**

1 Campus entry markers
2 3rd Street Promenade (emergency/service)

Emergency / Service access only

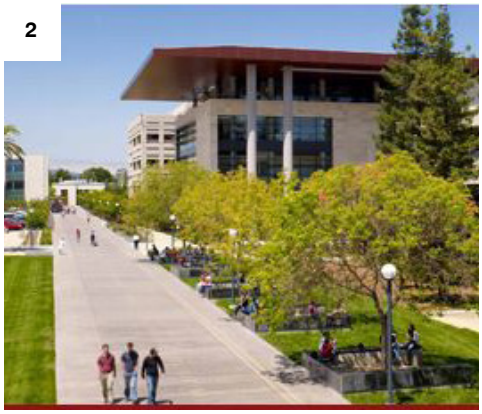


PEDESTRIAN PROMENADE

1 Internal campus promenade
2 Active people space
3 Pedestrian-friendly, traffic-calming paving materials
4 Urban furniture, signage
5 Human scale, mixed-use promenade

1

2



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PHASE II (2022 - 2028) | **NEW CONSTRUCTION**

ACADEMIC BUILDING II

Academic Building II will be along the west corner of the Historic Core, consolidating the academic activity in that area and establishing a new edge to the community.

Forming an “L”-shape, the angle configuration blocks the interior green space from traffic noise and other activities, providing a quiet and relaxing environment well suited for learning activities.

The three-story massing and linear shape is consistent with the Academic Building I and the appropriate density for the site and its historic context. The width of the building promotes efficient space planning with a central double-loaded corridor and classrooms and labs on either side. The instructional spaces with perimeter structure guarantees maximum flexibility and future-proofing while bringing natural light deep into the space.

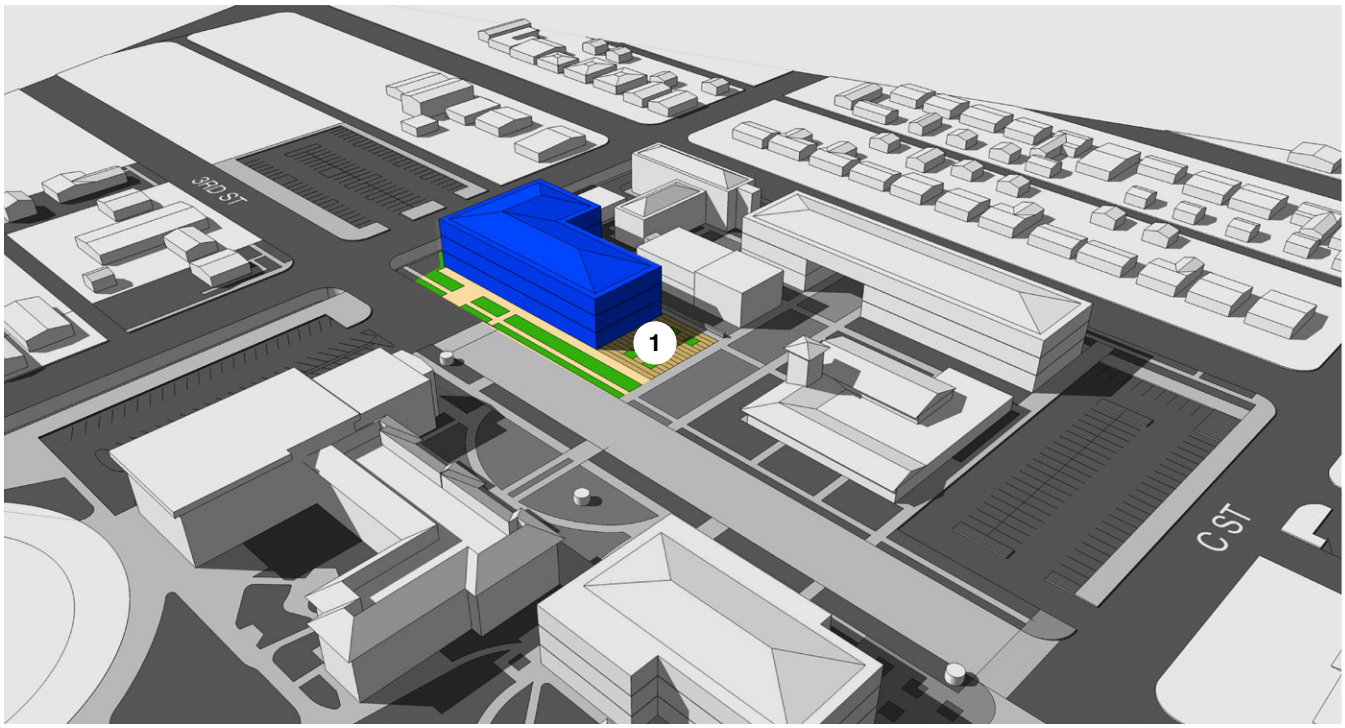
* Space programming for this project will be a future Provost-led discussion.

TECHNICAL DATA

Gross square footage (gsf)	**51,000**
Assignable square footage (gsf)	**35,700**
Efficiency	**70%**
Building footprint (gsf)	**17,000**
Number of floors	**3**
Height (feet)	**50**

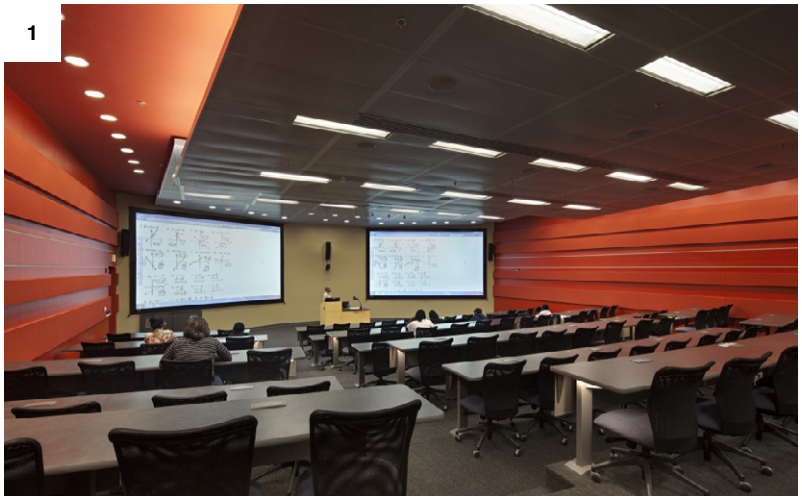
EXTERIOR SPACES

1 Student Plaza



ACADEMIC BUILDING II

1 Lecture Hall
2 Technology integration
3 Lab space
4 Informal learning, study area
5 Flexible space, informal learning
6 Student lounge and study area

1


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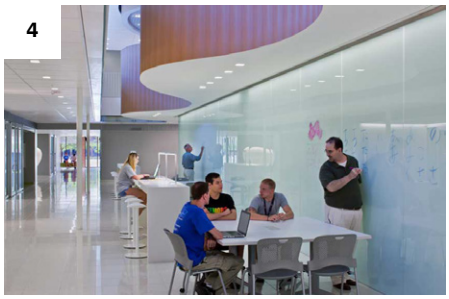

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PHASE II (2022 - 2028) | **NEW CONSTRUCTION**

CONSOLIDATED STUDENT SERVICES

The new Consolidated Student Services will be built on the site of Davenport Dining Hall, a prime location in terms of access, way-finding and parking for first-time visitors as well as students. The corner site across the Promenade from Sneaky Park has excellent visibility and exposure to the surrounding community while being centrally located relative to most campus buildings.

The facility will consolidate multiple service and administrative units currently located throughout campus (and even remotely) into one centralized location, offering a “one-stop” service operation. Parking for the building will be provided on the new C Street parking lot built in Phase I (former Stu-Han site).

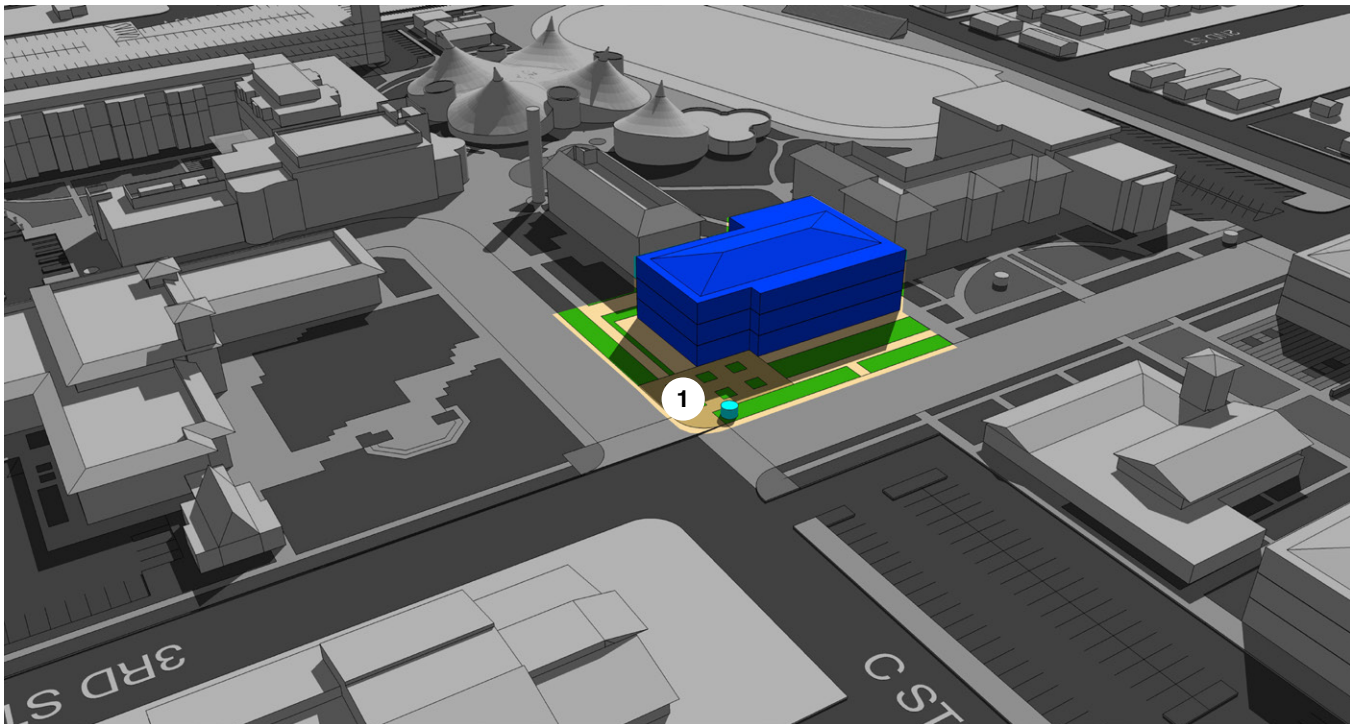
The building massing and exterior vocabulary will be compatible with both Founders Hall and Miller Hall acting as a “hinge” between these two historical facilities.

TECHNICAL DATA

Gross square footage (gsf)	**45,000**
Assignable square footage	**31,500**
Efficiency	**70%**
Building footprint (gsf)	**15,000**
Number of floors	**3**
Height (feet)	**50’**

EXTERIOR SPACES

1 Student Services Plaza



CONSOLIDATED STUDENT SERVICES

1 One-stop desk
2 Visual connectivity / Way finding
3 Open office
4 Reception / Technology
5 Linear desk
6 Guidance / Help desk

1

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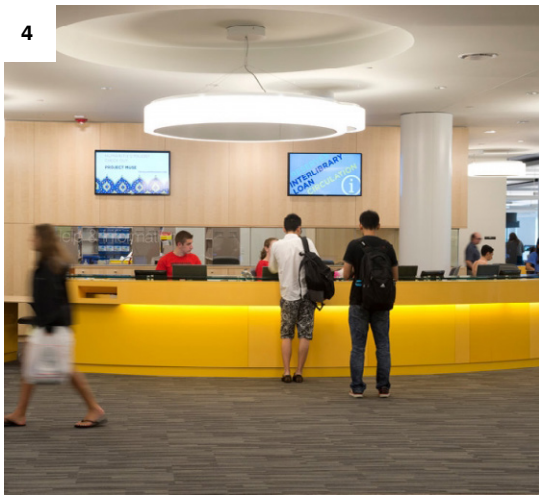

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Phase III (2029 - 2035)

DEMOLITION PROJECTS INCLUDED IN PHASE III (ALPHABETICALLY):

- Acquired Buildings North of Oaks Residence Hall
- Barkley Annex
- Barkley Building
- East portion of “E” parking lot
- G Lot
- H Lot, H1 Lot, H2 Lot
- Health Services
- K Lot
- Leo Hall
- Oaks Residence Hall

NEW PROJECTS INCLUDED IN PHASE III (ALPHABETICALLY):

- 1st Street Promenade
- Academic / Mixed-Use building
- Arrival Plaza / Historical Grove
- Attached retail base
- Parking Structure II
- Physical plant east / Pool support building
- Residence Hall II / Mixed-Use building
- Residence Hall III / Mixed-Use building
- Service yard
- Student court
- Student Recreation Center / Mixed-Use
- Student Recreation Pool

Existing building | Landscape | Hardscape | Roads / parking*

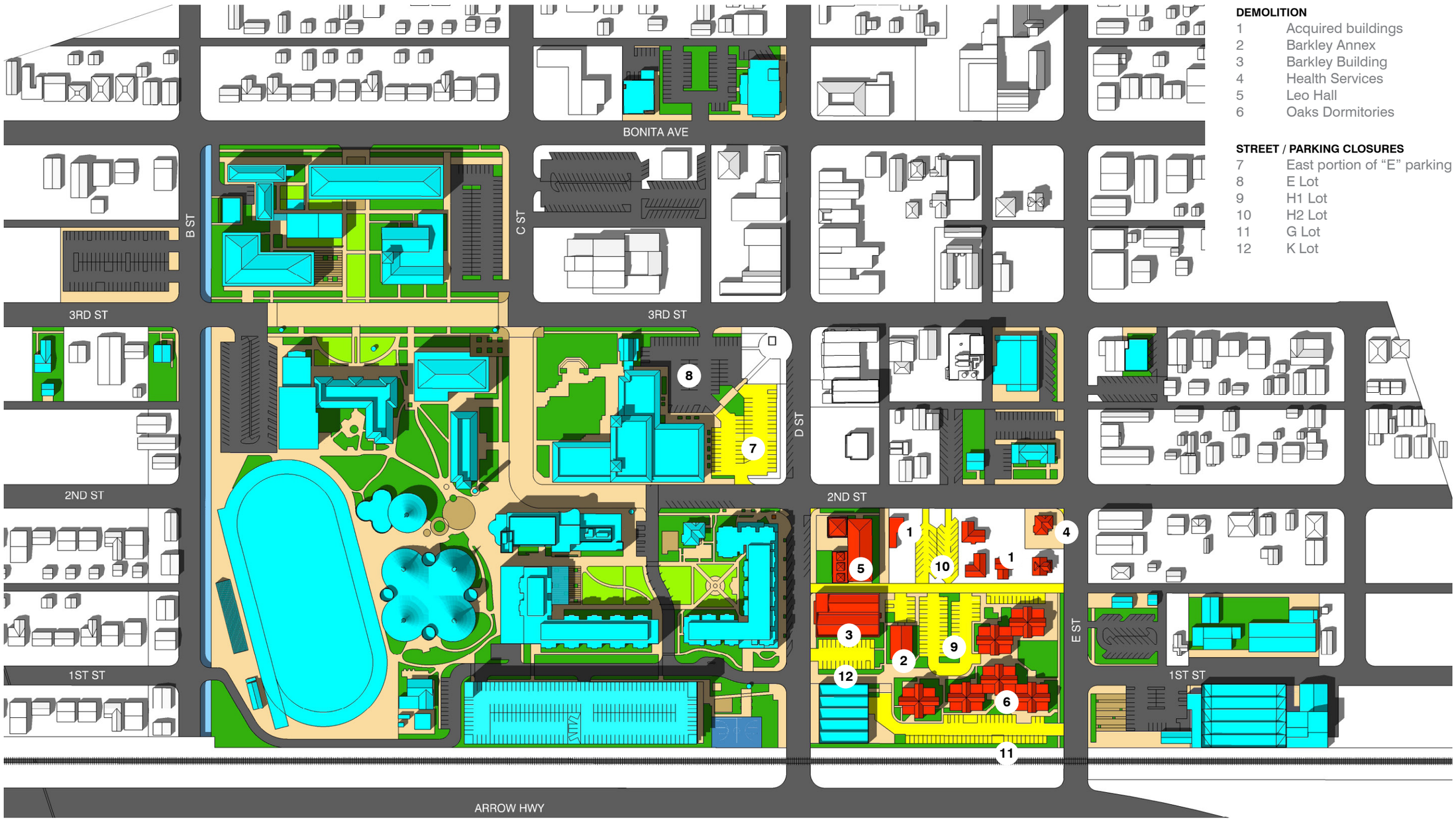
1 2nd Street Building
2 Abraham Campus Center
3 Academic Building I
4 Academic Building 2
5 Arts and Communications
6 Barkley Annex
7 Barkley Building
8 Bonita Building
9 Student Life Quad
10 Center for Teaching & Learning
11 Central Services East
12 Enrollment Management
13 College of Business & Public Management
14 Consolidated Student Services
15 Counseling & Psychological Services
16 Dailey Theater
17 Dining / Event Space
18 E Street Building
19 ELS Language Center
20 Faculty House
21 Founders Hall
22 Hanawalt Fitness Center
23 Hanawalt House
24 Health Services
25 Hoover Building
26 Landis Academic Center
27 Leo Hall
28 Leo Park
29 Maniero / La Fetra Building
30 Miller Hall
31 Multicultural Center
32 Music Annex
33 Oaks Dormitories
34 Ortmayer Athletic Complex
35 Parking Structure I / Safety Office
36 Physical Plant North
37 Physical Plant South
38 Residence Hall I
39 Sports Science & Athletics Pavilion
40 University Advancement
41 Visitor Parking Lot
42 Vista La Verne Residence Hall
43 Wilson Library
44 Gold Line Gateway Plaza

* White numbers in parking lots indicates lot capacity

PHASE III (2029 - 2035)

DEMOLITIONS

Existing building Building to be demolished Street / Parking closure

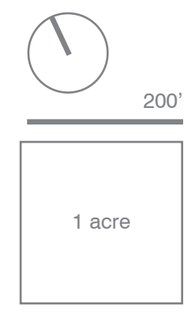


DEMOLITION

1 Acquired buildings
2 Barkley Annex
3 Barkley Building
4 Health Services
5 Leo Hall
6 Oaks Dormitories

STREET / PARKING CLOSURES

7 East portion of “E” parking lot
8 E Lot
9 H1 Lot
10 H2 Lot
11 G Lot
12 K Lot



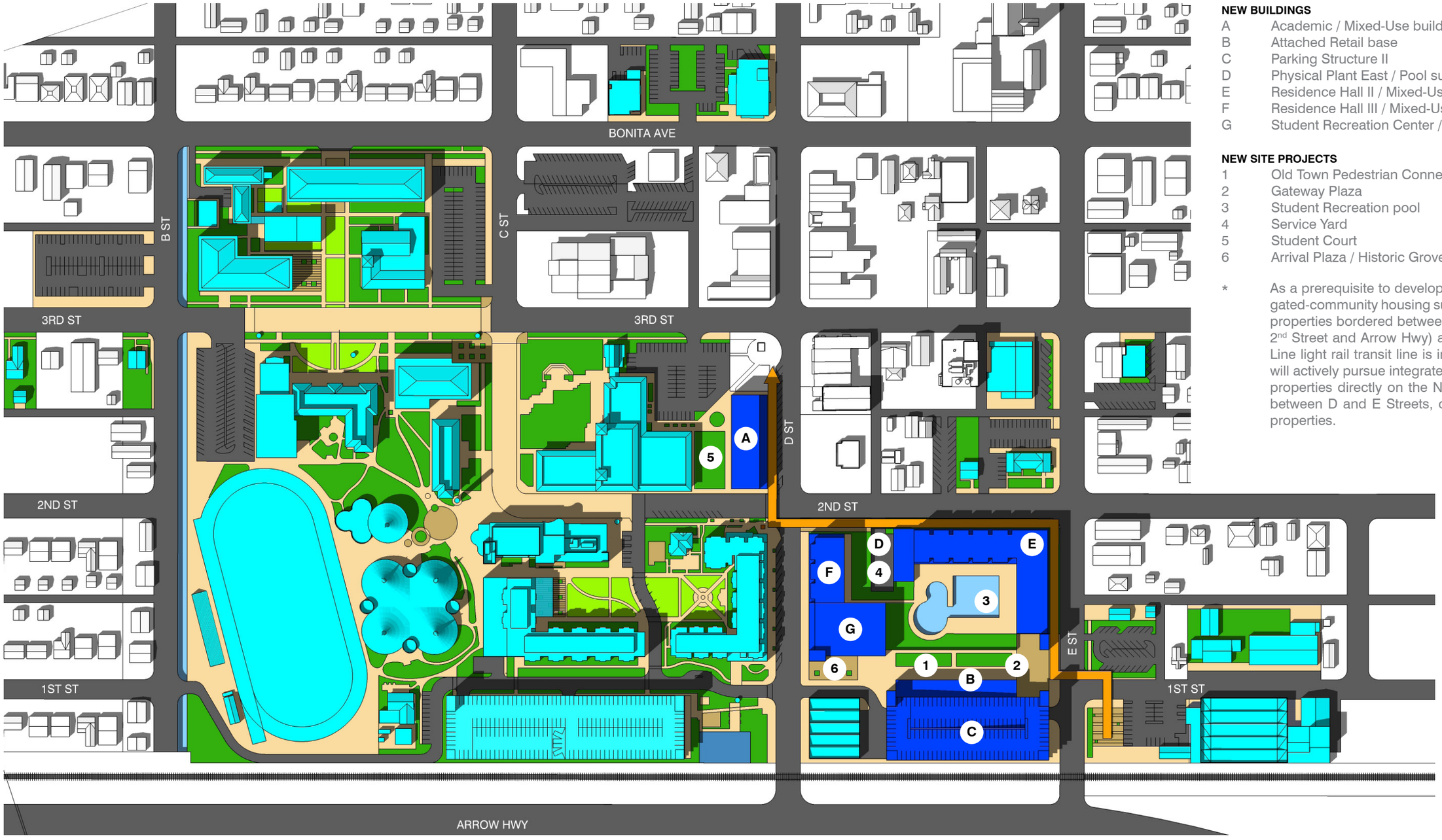
PHASE III (2029 - 2035)

PHASE III PLAN

Existing building

New building / Structure

Gold Line pedestrian path to historic Old Town La Verne



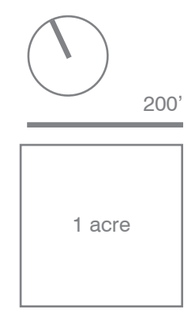
NEW BUILDINGS

A Academic / Mixed-Use building
B Attached Retail base
C Parking Structure II
D Physical Plant East / Pool support building
E Residence Hall II / Mixed-Use building
F Residence Hall III / Mixed-Use building
G Student Recreation Center / Mixed-Use

NEW SITE PROJECTS

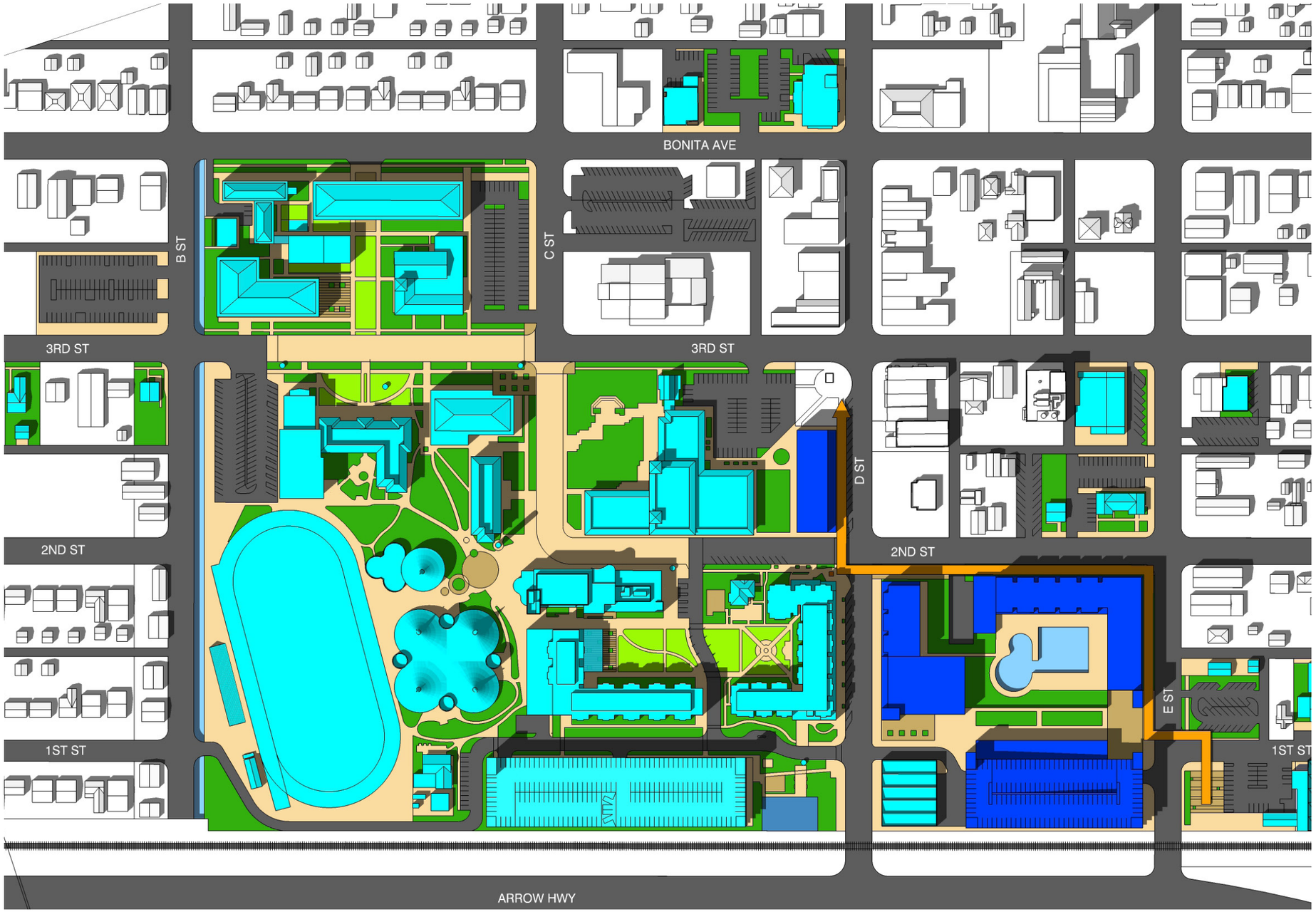
1 Old Town Pedestrian Connection
2 Gateway Plaza
3 Student Recreation pool
4 Service Yard
5 Student Court
6 Arrival Plaza / Historic Grove

* As a prerequisite to development of the University gated-community housing superblock (contiguous properties bordered between D and E Streets and 2nd Street and Arrow Hwy) and provided the Gold Line light rail transit line is in place, the University will actively pursue integrated adaptive reuse of its properties directly on the North side of 2nd Street between D and E Streets, or divest itself of such properties.



PHASE III (2029 - 2035)

Existing building | New building / Structure | Gold Line pedestrian path to historic Old Town La Verne



PHASE III SUMMARY DATA

Lost square footage		
Oaks Dormitories		- 48,104
Barkley Annex		- 3,200
Barkley Building		- 11,281
Health Services		- 1,455
Leo Hall		- 28,550
Total (gsf)		**- 92,590**
New square footage		
Academic / Mixed-Use building I		50,000
Attached Retail base		18,000
Parking Structure II		N/A
Physical Plant East / Pool Support		4,500
Residence Hall II / Mixed-Use building		108,000
Residence Hall III / Mixed-Use building		47,000
Student Recreation Center		35,000
Total (gsf)		**262,500**
Net square footage gain		**169,910**
Bed count		
Lost beds (Oaks)		-269
Residence Hall II	(2-bed/unit)	480
	(3-bed unit)	720
Residence Hall III	(2-bed/unit)	360
	(3-bed unit)	540
Net beds gain (range)		**571/991**
Parking Before Phase III		
Parking / FTE Ratio		.30*
FTE		4,727**
Spaces required		1,418***
Supply of spaces		2,194
		776 Surplus Spaces
University lost parking		
"E" parking lot		- 65
Oaks Dormitories		- 187
New parking		
Parking structure		**750 Spaces gained**
Parking Balance		**498 Spaces gained**
Parking at Phase III Completion		**2,692 Spaces**

*As determined by city of La Verne
**Based upon current University population and anticipated FTE of .35
***Actual number as designed

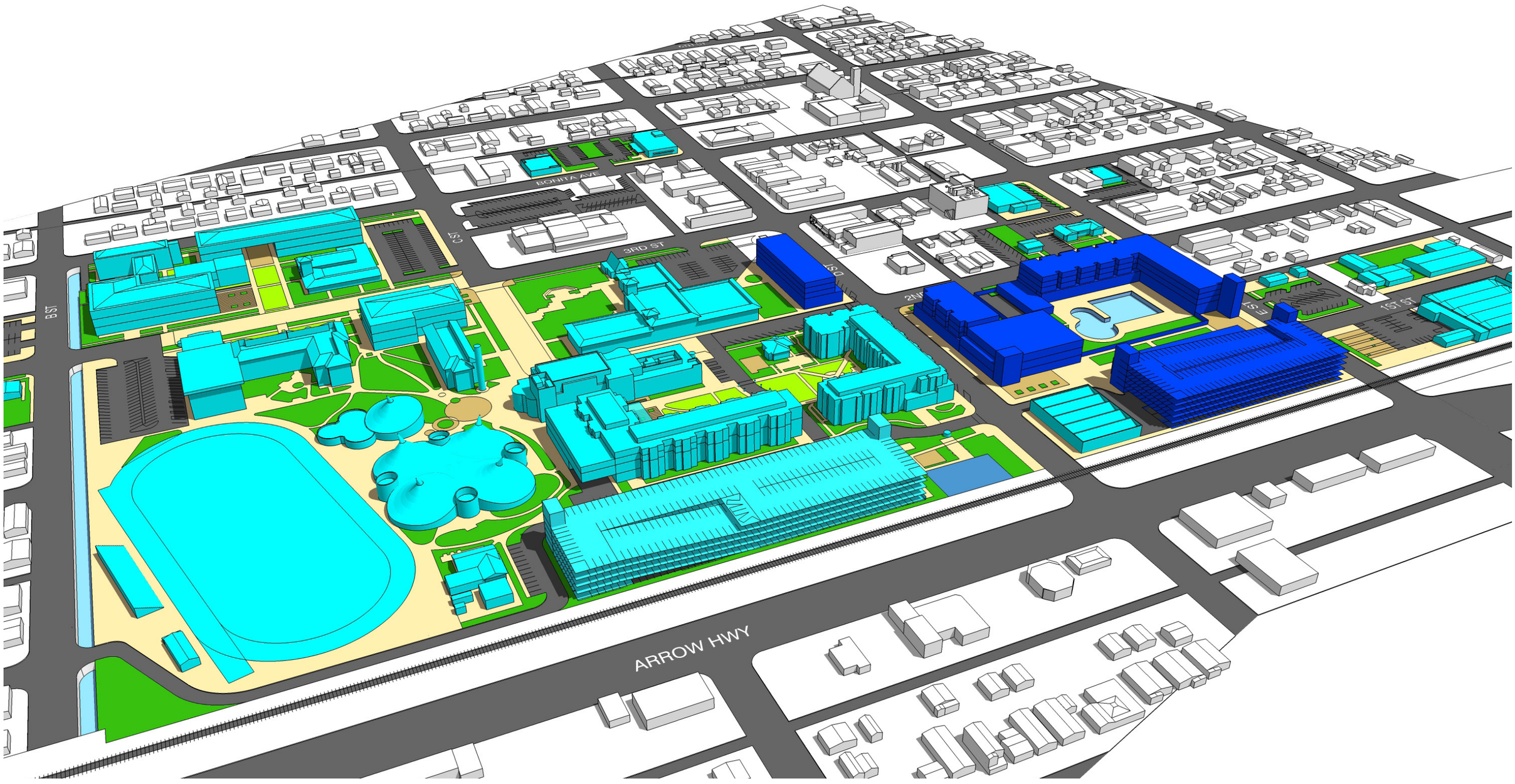
3D Views

PHASE III (2029 - 2035)

OVERALL VIEW LOOKING NORTHEAST

Existing building

New building / Structure

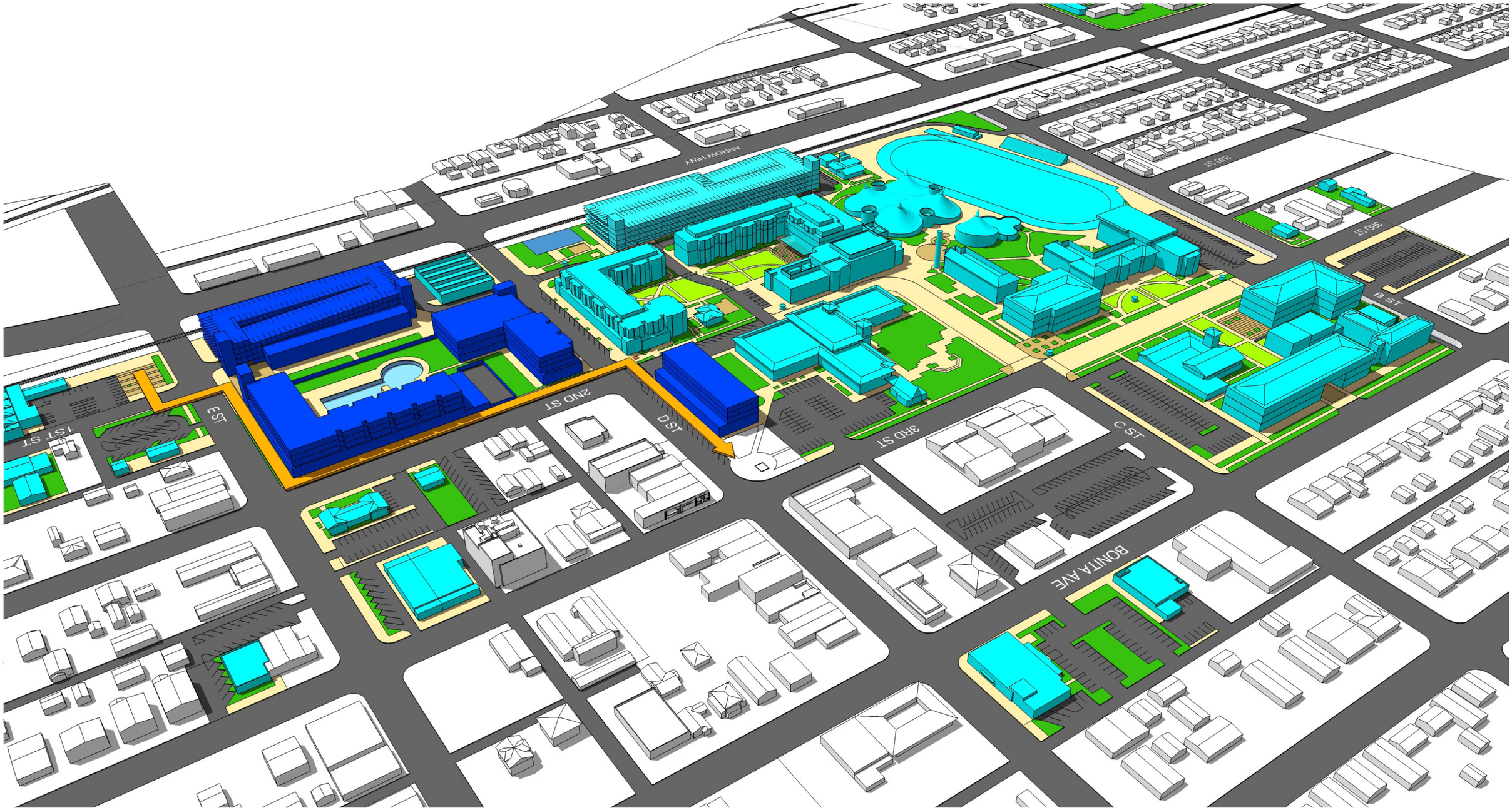


PHASE III (2029 - 2035)

OVERALL VIEW LOOKING SOUTHWEST

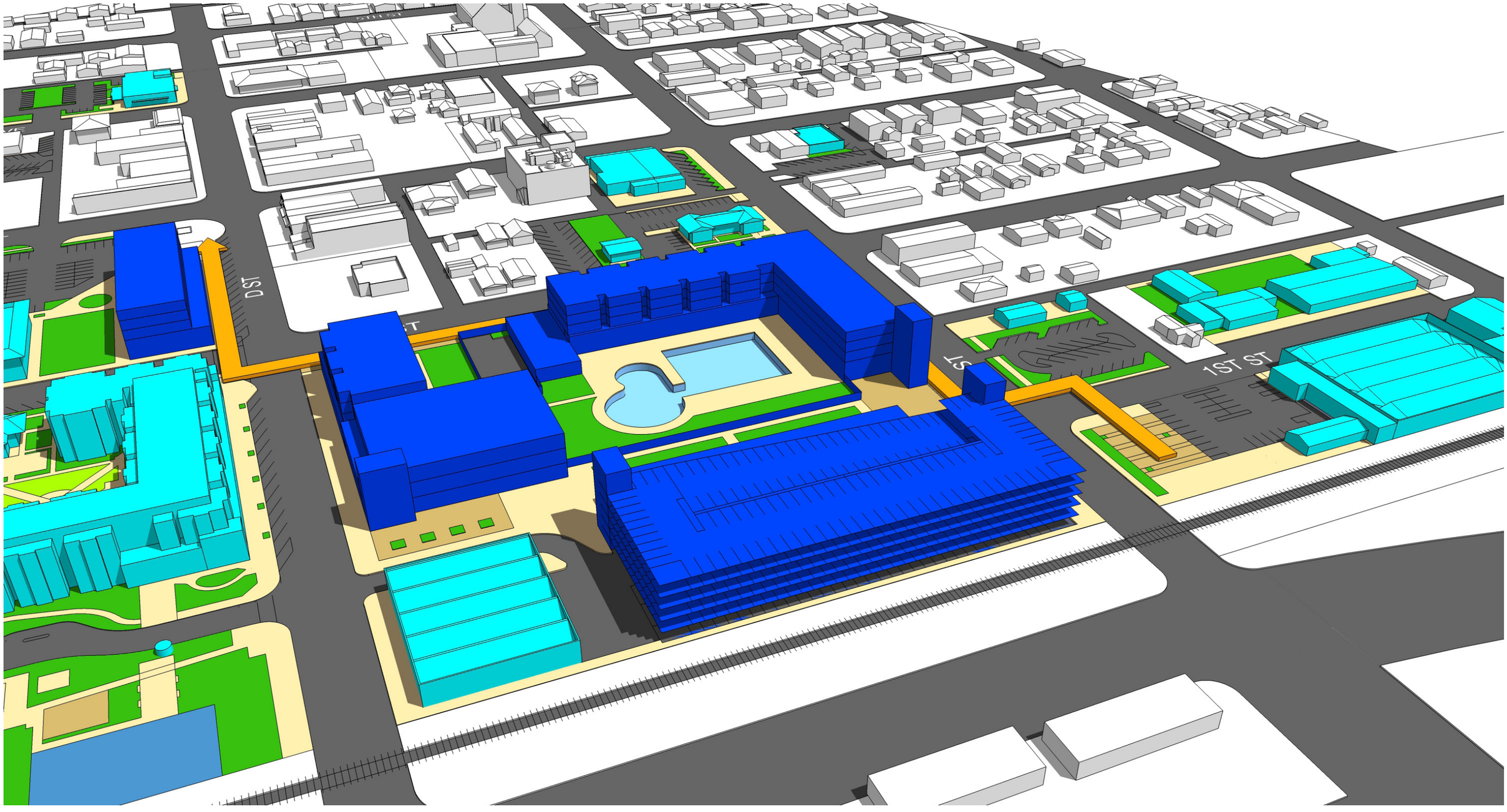
Existing building

New building / Structure



Existing building

New building / Structure



Demolitions

BARKLEY BUILDING AND BARKLEY ANNEX

Both the Barkley Building and its adjacent Annex will make way for the new residence hall and Student Recreation Center; a much-needed amenity aimed to enhance the student campus life and well-being while activating the D Street activities after retail hours.

THE OAKS RESIDENCE HALL

The Oaks Residence Hall will be demolished to accommodate a new parking structure, mixed-use facility and residential hall. A promenade will connect the new rail station with the University core and D Street shops beyond.

A recreation pool will also be part of the new development.

LEO HALL

By the time Phase III is implemented, Leo Hall will be in need of significant renovations to its building systems and interior spaces. Additionally, as a two-story, low-density building is currently not utilizing the optimal area yield for its location and site size.

HEALTH SERVICES

The integration of currently dispersed services outside campus into a centralized location is a primary goal of the plan.

The development of Phase III occupies the entire block where the remote Health Services facility is located. Along with adjacent properties, the Health Services building will need to be demolished to erect a new Residential Hall.

Project Descriptions and Data

PHASE III (2029 - 2035) | **NEW CONSTRUCTION**

ACADEMIC / MIXED-USE BUILDING

Sited on the east portion of current Parking Lot E (a portion of which is owned by the City), the new Academic / Mixed Use building will reinforce the University District along D Street, filling in a prime portion of real estate with academic and mixed uses. The building size, massing and facade articulation will follow the precedent created with the construction of Vista La Verne resident hall, directly to the south of the new building.

It is expected that the upper floors will be utilized primarily for academic and instructional use while the ground floor is an opportunity for partnership between the City and the University and could house a variety of compatible and complimentary uses.

The mixed use concept along D Street directly follows the land use mandate by the City of La Verne Specific Plan, consolidating this important artery of Old Town La Verne. The site's exposure and visibility will provide unique opportunites to create the downtown La Verne face of the University.

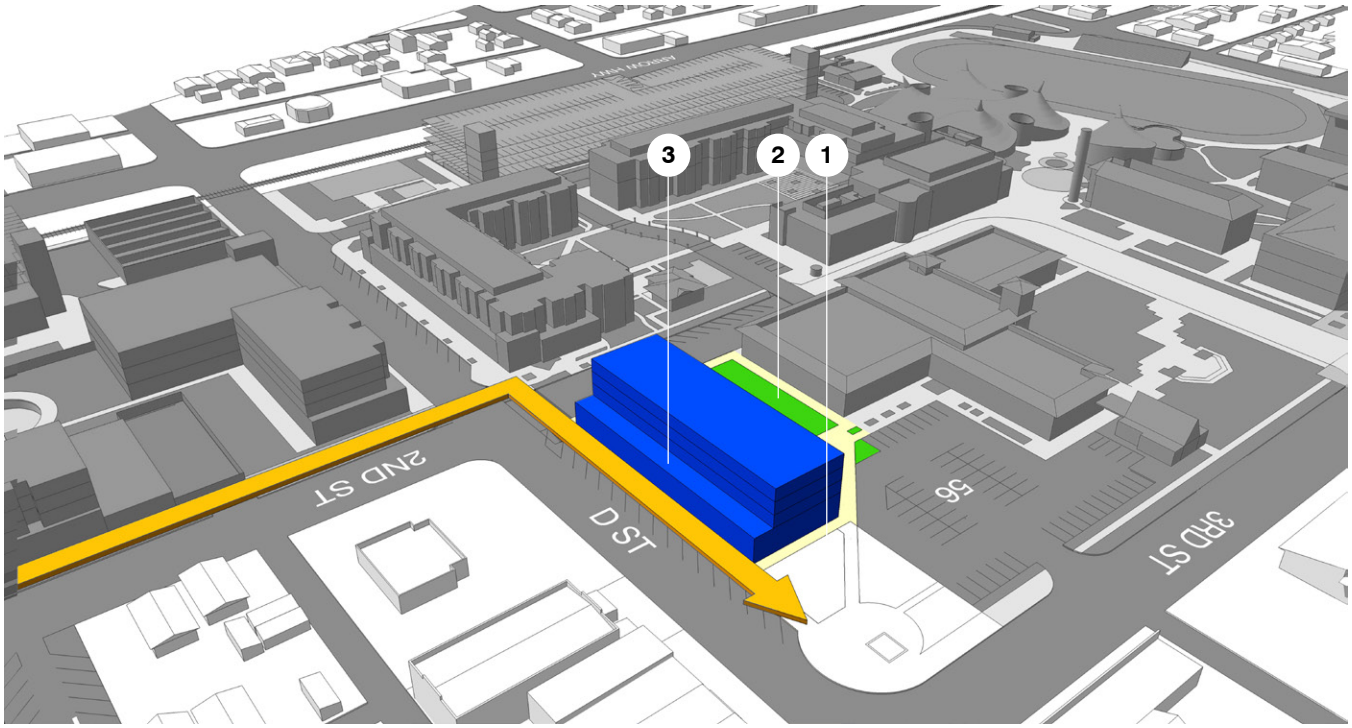
* Space programming for this project will be a future Provost-led discussion.

TECHNICAL DATA

Gross square footage (gsf)	**50,000**
Assignable square footage (gsf)	**35,000**
Efficiency	**70%**
Building footprint (gsf)	**14,000**
Number of floors	**4**
Height (feet)	**50**

EXTERIOR SPACES

1 Maniero Plaza extension
2 Student Courtyard
3 Retail Base



ACADEMIC / MIXED-USE USE BUILDING

1 Night-time beacon of activity
2 Facade modulation and articulation
3 Base and top concept

1

2

3

PHASE III (2029 - 2035) | **NEW CONSTRUCTION**

PARKING STRUCTURE / ATTACHED MIXED-USE BUILDING

The south portion of campus, along the rail line, becomes the dedicated utilitarian and support zone, that includes parking, infrastructure and maintenance services with minimum impact to the campus activities and surrounding community.

Consistent with the location of Parking Structure I, the second parking structure is located in this "service zone", occupying a portion of the current Oaks Residence Hall. The parking structure will offer convenient vehicular access from E Street and replicates the "park and walk" concept established in Phase I. Pedestrian distribution will occur along the new 1st Street pedestrian promenade, funneling people to and from campus and connecting with the future Gold Line Station.

In order to bring the scale of the garage down towards the promenade and to take advantage of the pedestrian traffic, a two-story mixed-use retail and services building is planned, attached to the north side of the parking structure. This animated facade will cover the parking levels behind while drawing people towards D Street.

TECHNICAL DATA PARKING STRUCTURE

Capacity (spaces)	**750**
Building footprint (gsf)	**43,000**
Number of levels	**5-6**
Height (feet)	**55'**

TECHNICAL DATA ATTACHED MIXED-USE BUILDING

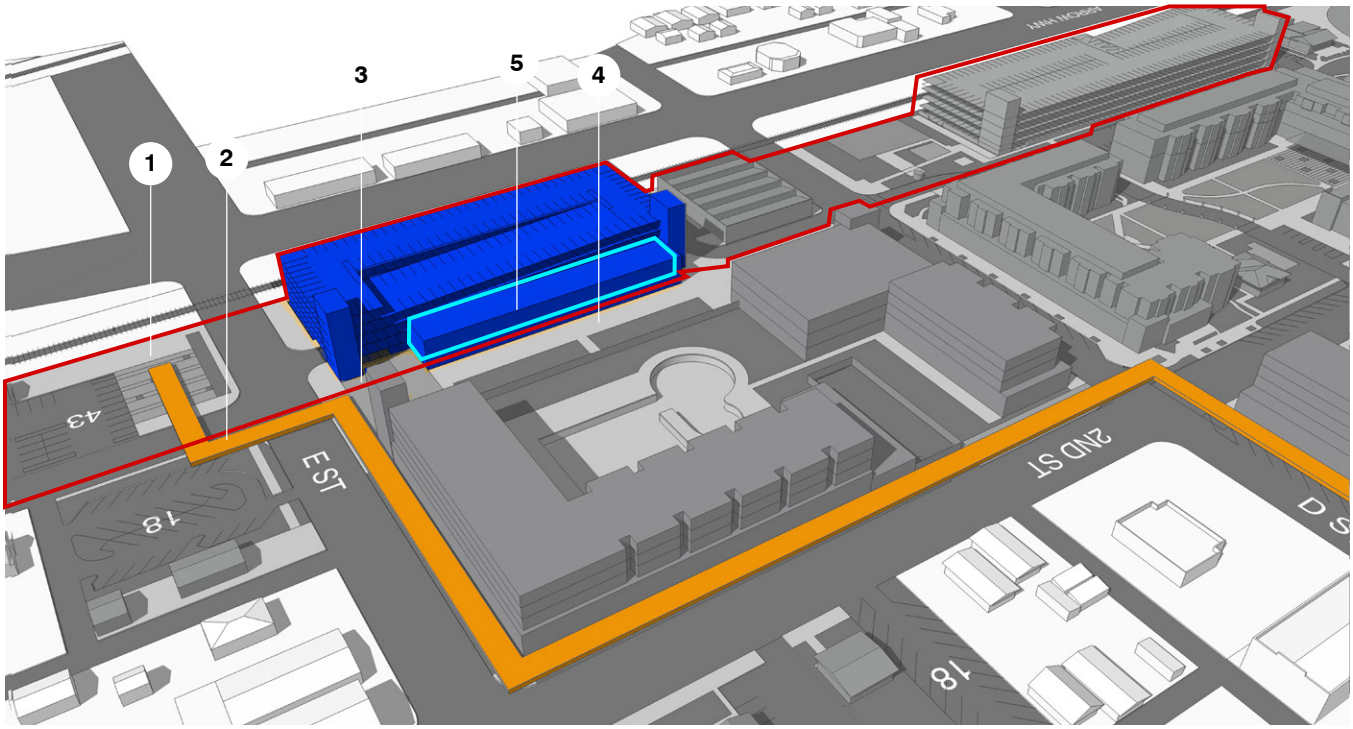
Gross square footage (gsf)	**17,000**
Assignable square footage (gsf)	**13,600**
Efficiency	**80%**
Building footprint (gsf)	**8,500**
Number of floors	**2**
Height (feet)	**35'**

EXTERIOR SPACES

1 Gold Line Gateway Plaza
2 Future Gold Line pedestrian traffic
3 Pedestrian gateway
4 1st Street Promenade
5 Retail Base

Utility & Support Zone

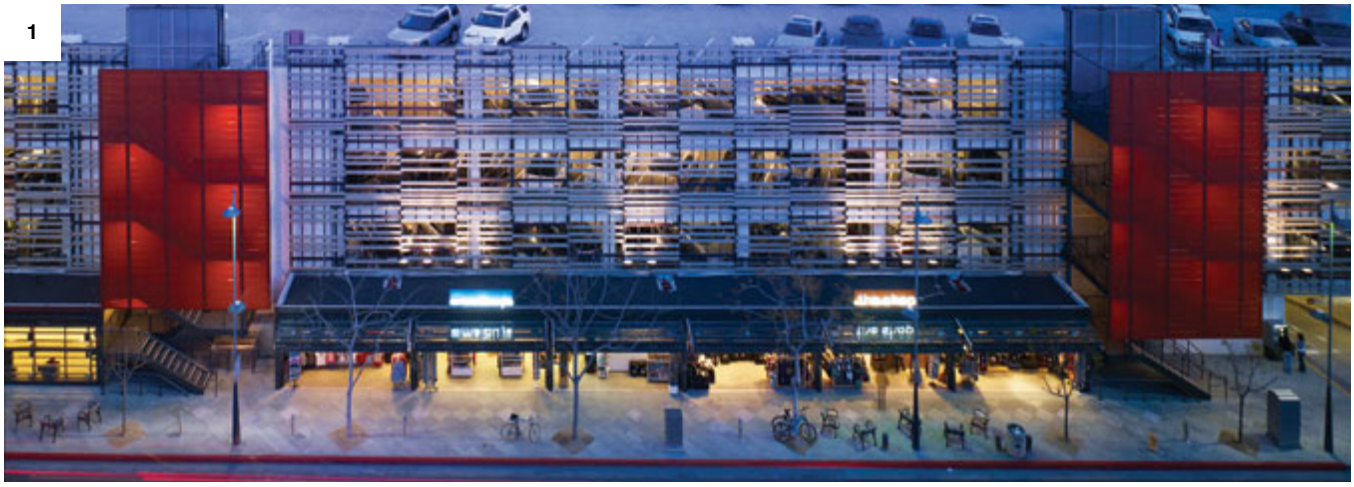
Retail Base



PARKING / MIXED USE

1 Parking garage and attached mixed use concept
2 Nighttime illumination
3 Gateway, corner marker staircase
4 Articulation, living wall and photo-voltaic panels
5 Color, way-finding

1



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PHASE III (2029 - 2035) | **NEW CONSTRUCTION**

PHYSICAL PLANT EAST / POOL SUPPORT

The development of the entire southeast quadrant of campus, east of D Street warrants the construction of a third physical plant that will service the various building systems in an efficient manner for their entire life, taking advantage of the density, economy of scale and compatible uses.

The centrally-located utilitarian building will also house complementary pool equipment, potentially leveraging synergies with other systems such as HVAC and hot water services.

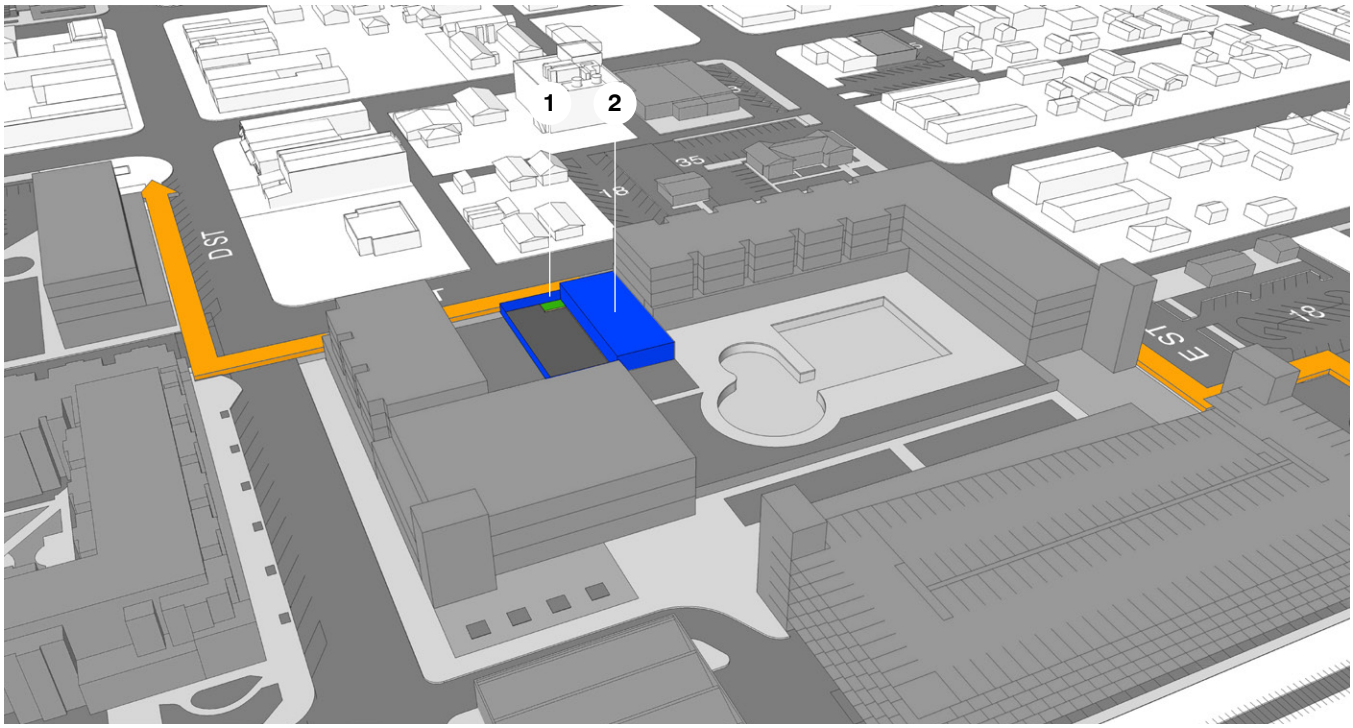
A driveway off of 2nd Street will provide access to a service yard buffered with heavy landscape from the adjacent structures.

* As a prerequisite to development of the University gated-community housing superblock (contiguous properties bordered between D and E Streets and 2nd Street and Arrow Hwy), the University will need to acquire additional properties in the designated superblock area prior to the new construction.

TECHNICAL DATA

Gross square footage (gsf)	**4,500**
Number of floors	**1**
Height (feet)	**15'-20'**

1 Entry gate to 2nd Street
2 Physical Plant East



RESIDENCE HALL II / MIXED USE AND RECREATION POOL

Additional student housing and associated amenities will be needed by the time Phase III is implemented. The final pieces of the Student Village concept will be built in this phase, creating a dynamic environment that fosters the student life on campus, helping with recruiting, retention and overall student wellbeing.

The new residence hall will likely be built in two phases to avoid losing the beds offered at The Oaks. The north wing of the L-shaped building will go up first providing a new supply of available housing units. After the demolition of The Oaks, the west wing will be erected, enclosing a large courtyard for the recreational pool and student decking.

The building facades facing the surrounding community will be articulated and step down to reduce the building scale. The mixed use concept along the Gold Line Access to D Street will provide unique opportunities to create the downtown La Verne face of the University.

The recreation pool will be a welcomed amenity for the residential students and will complement the use of the adjacent Student Recreation Center, with dedicated access from it as well as the housing and First Street Promenade Area.

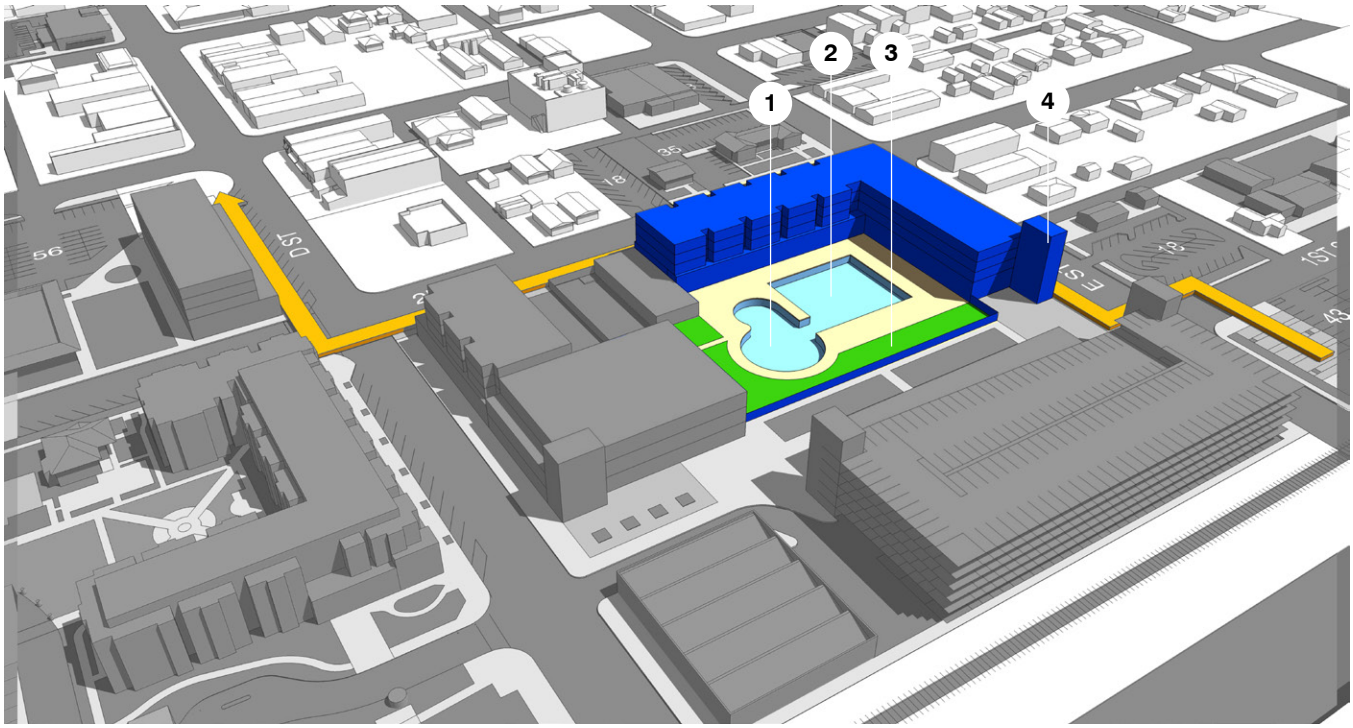
* As a prerequisite to development of the University gated-community housing superblock (contiguous properties bordered between D and E Streets and 2nd Street and Arrow Hwy), the University will need to acquire additional properties in the designated superblock area prior to the new construction.

TECHNICAL DATA

Gross square footage (gsf)		**108,000**
Assignable square footage (gsf)		**70,200**
Efficiency		**65%**
Building footprint (gsf)		**27,800**
Number of floors		**4**
Height (feet)		**50'**
Bed count	(2-bed/unit)	**480**
	(3-bed unit)	**720**
Overall pool size (gsf)		**14,000**
Lap pool (lanes)		**6**

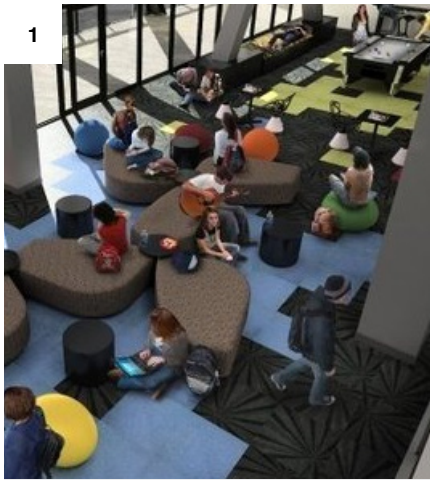
EXTERIOR SPACES

1 Recreation pool
2 Lap pool
3 Buffer landscape
4 Gateway tower (circulation)



RESIDENCE HALL II AND RECREATION POOL

1 Studying, flexible, social, lounging
2 Pool, social, activity
3 Student activity space
4 Lobby, gathering, welcoming
5 Lap portion of recreation pool

1


2

3

4

5

PHASE III (2029 - 2035) | **NEW CONSTRUCTION**

RESIDENCE HALL III / MIXED-USE BUILDING

Adjacent to the new Student Recreation Center and extending along D Street to the corner of 2nd Street, the new Residence Hall and Mixed-Use Building will offer an attractive combination of "urban living" with housing on the upper floors and retail, services and amenities on the ground floor.

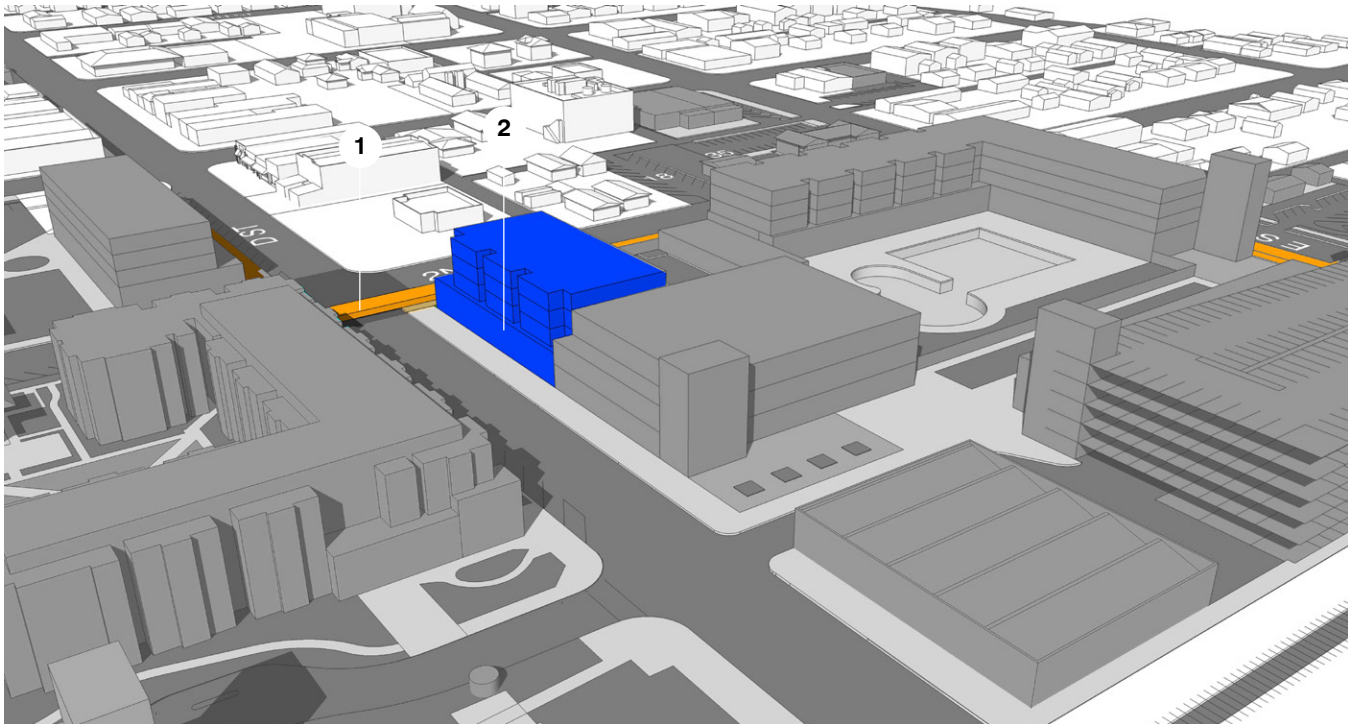
The streetscape will be animated by the ground floor mixed use components, following the precedent established by the bookstore at Vista La Verne residence hall across the street and outlined on the City of La Verne Old Town Specific Plan.

TECHNICAL DATA

Gross square footage (gsf)		**47,000**
Area residence hall (gsf)		**35,000**
Area mixed-use (gsf)		**12,000**
Assignable square footage (gsf)		**32,900**
Efficiency		**70%**
Building footprint (gsf)		**12,000**
Number of floors		**4**
Height (feet)		**50'**
Bed Count	(2-bed/unit)	**360**
	(3-bed unit)	**540**

EXTERIOR SPACES

1 East-West campus pedestrian connection
2 Retail Base



RESIDENCE HALL III / MIXED USE BUILDING

1 Mixed-Use “urban living,” housing and retail
2 Urban life and street activity
3 Social spaces, human scale

1

2

3

PHASE III (2029 - 2035) | **NEW CONSTRUCTION**

STUDENT RECREATION CENTER

At the corner of D Street and the new 1st Street Promenade, the new Student Recreation Center will become a beacon of activity throughout the day, but particularly at night after retail hours, giving life to the entire D Street area and the Student Village. The project is the centerpiece of students' amenities aimed at enhancing the students quality of life and wellbeing.

The center will house student amenities such as fitness areas, studios and courts. Light food services could complement the recreation uses as well. Locker facilities within the building will not only service the building, but the adjacent recreation pool.

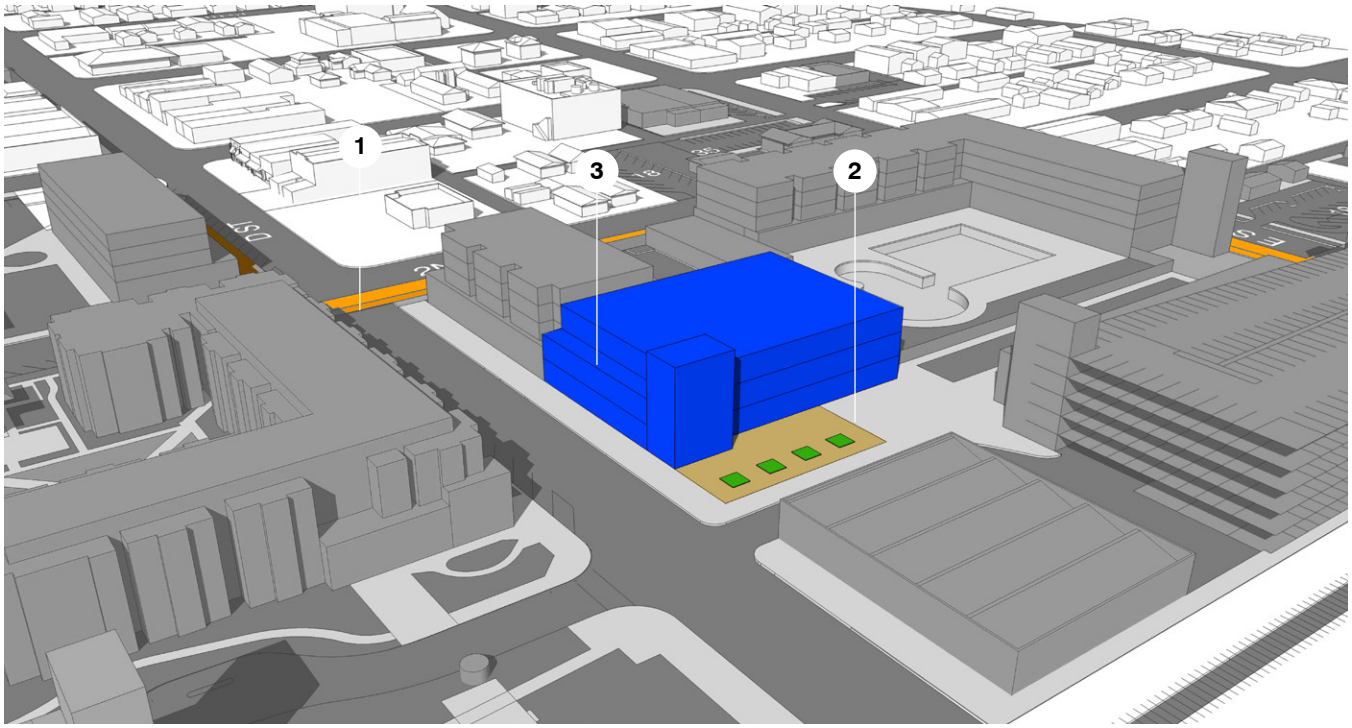
Following the guidelines of the City of La Verne, a Historic Grove Plaza will anchor the entry door of the new building, taking advantage of the pedestrian traffic coming from the Gold Line Station to showcase the City and University's history.

TECHNICAL DATA

Gross square footage (gsf)	**35,000**
Assignable square footage (gsf)	**24,500**
Efficiency	**70%**
Building footprint (gsf)	**17,400**
Number of floors	**3**
Height (feet)	**47'**

EXTERIOR SPACES

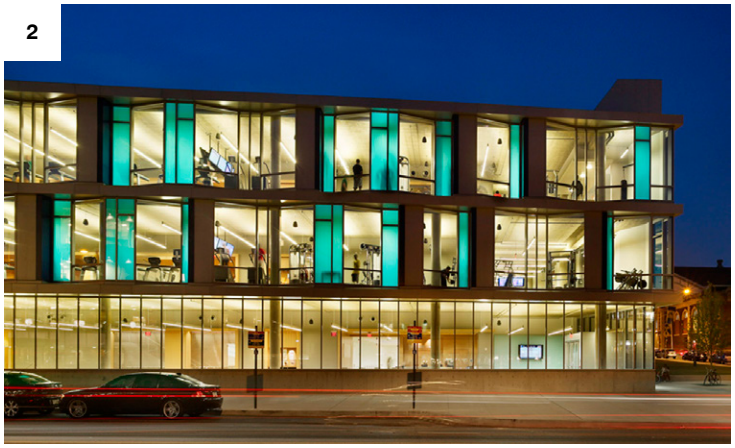
1 East-West campus pedestrian connection
2 Arrival Plaza / Historic Grove
3 Retail Base



STUDENT RECREATION CENTER

1 Corner activity after hours
2 Exposure, “human billboard” concept
3 Activity studios
4 Cycling studios
5 Natural light and transparency
6 Multi-court gym with running track
7 Fitness area

1

2


3

4

5

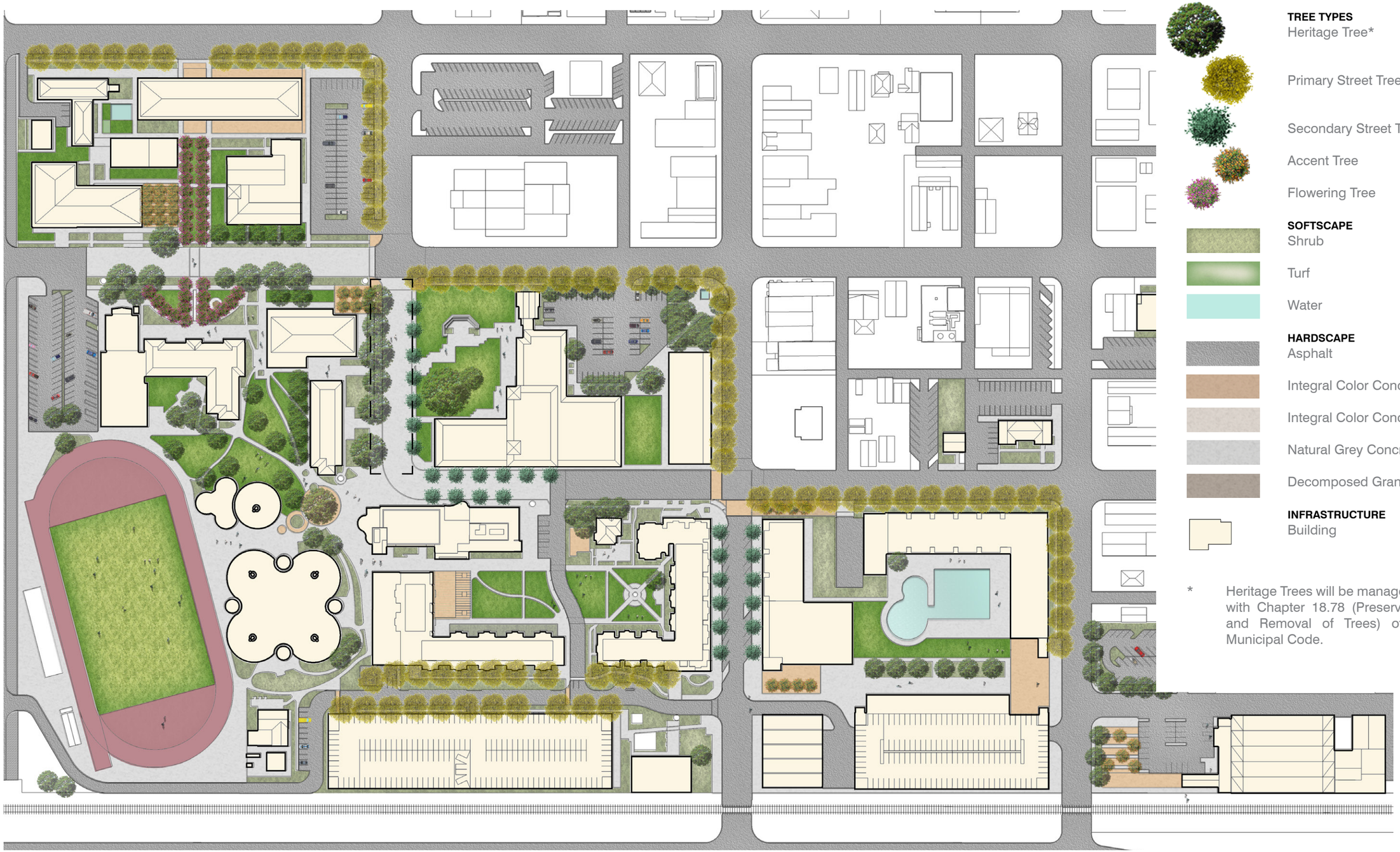
6

7

Technical Plans & Diagrams
For Full Build Out

Existing building | Landscape | Hardscape | Roads / parking | Future Gold Line Gateway

1 2nd Street Building
2 Abraham Campus Center
3 Academic Building I
4 Academic Building II
5 Academic / Mixed Use Building
6 Attached Retail Base
7 Arts and Communications
8 Bonita Building
9 Center for Teaching & Learning
10 Central Services East
11 College of Business & Public Management
12 Consolidated Student Services
13 Counseling & Psychological Services
14 Dailey Theater
15 Dining / Event Space
16 E Street Building
17 Enrollment Management
18 ELS Language Center
19 Faculty House
20 Founders Hall
21 Hanawalt Fitness Center
22 Hanawalt House
23 Hoover Building
24 Landis Academic Center
25 Leo Park
26 Maniero / La Fetra Building
27 Miller Hall
28 Multicultural Center
29 Music Annex
30 Ortmayer Athletic Complex
31 Parking Structure I / Security Office
32 Parking Structure II
33 Physical Plant East / Pool Support Building
34 Physical Plant North
35 Physical Plant South
36 Residence Hall I
37 Residence Hall II / Mixed Use Building
38 Residence Hall III / Mixed Use Building
39 Sports Science & Athletics Pavilion
40 Student Recreation Center / Mixed Use
41 University Advancement
42 Visitor Parking Lot
43 Vista La Verne Residence Hall
44 Wilson Library
45 Gold Line Gateway Plaza



TREE TYPES
Heritage Tree*

Primary Street Tree

Secondary Street Tree

Accent Tree

Flowering Tree

SOFTSCAPE
Shrub

Turf

Water

HARDSCAPE
Asphalt

Integral Color Concrete, Typ.1

Integral Color Concrete, Typ.2

Natural Grey Concrete

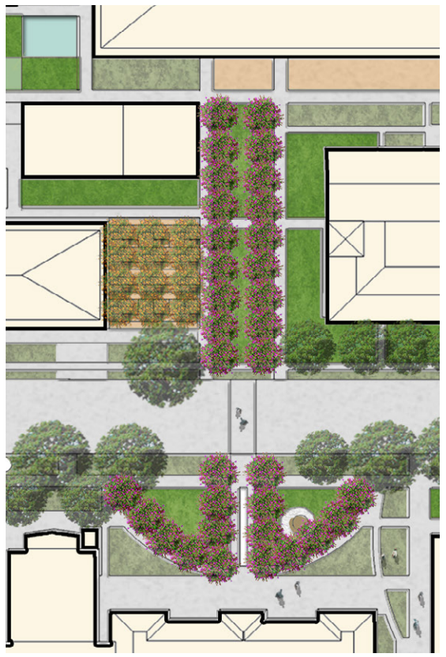
Decomposed Granite

INFRASTRUCTURE
Building

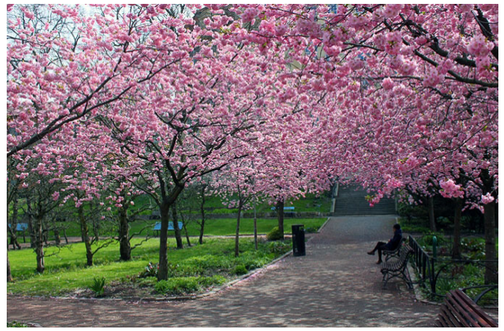
* Heritage Trees will be managed in accordance with Chapter 18.78 (Preservation, Protection and Removal of Trees) of the La Verne Municipal Code.

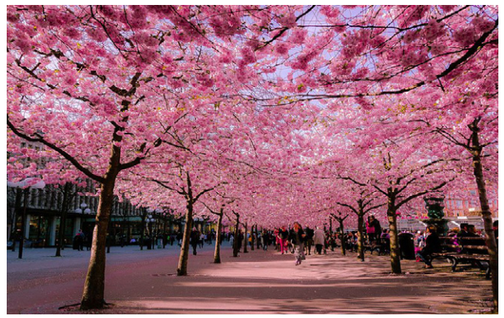
LPA

HISTORIC MALL



Tree Overhang / Walkway

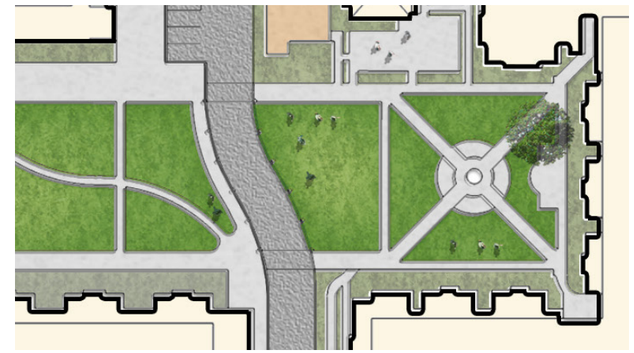




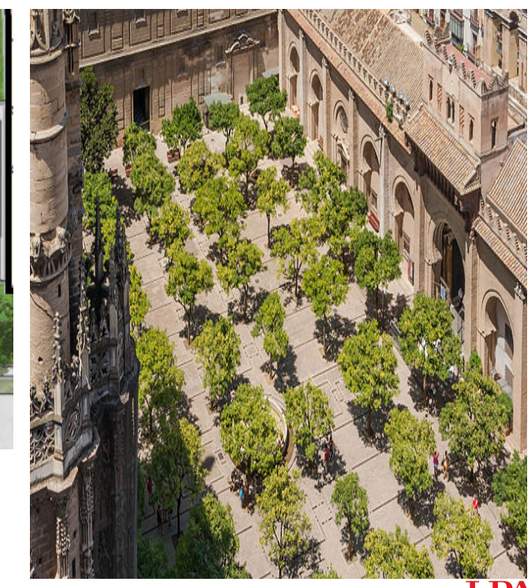
PEDESTRAIN PROMENADE

Tree grove

STUDENT LIFE QUAD

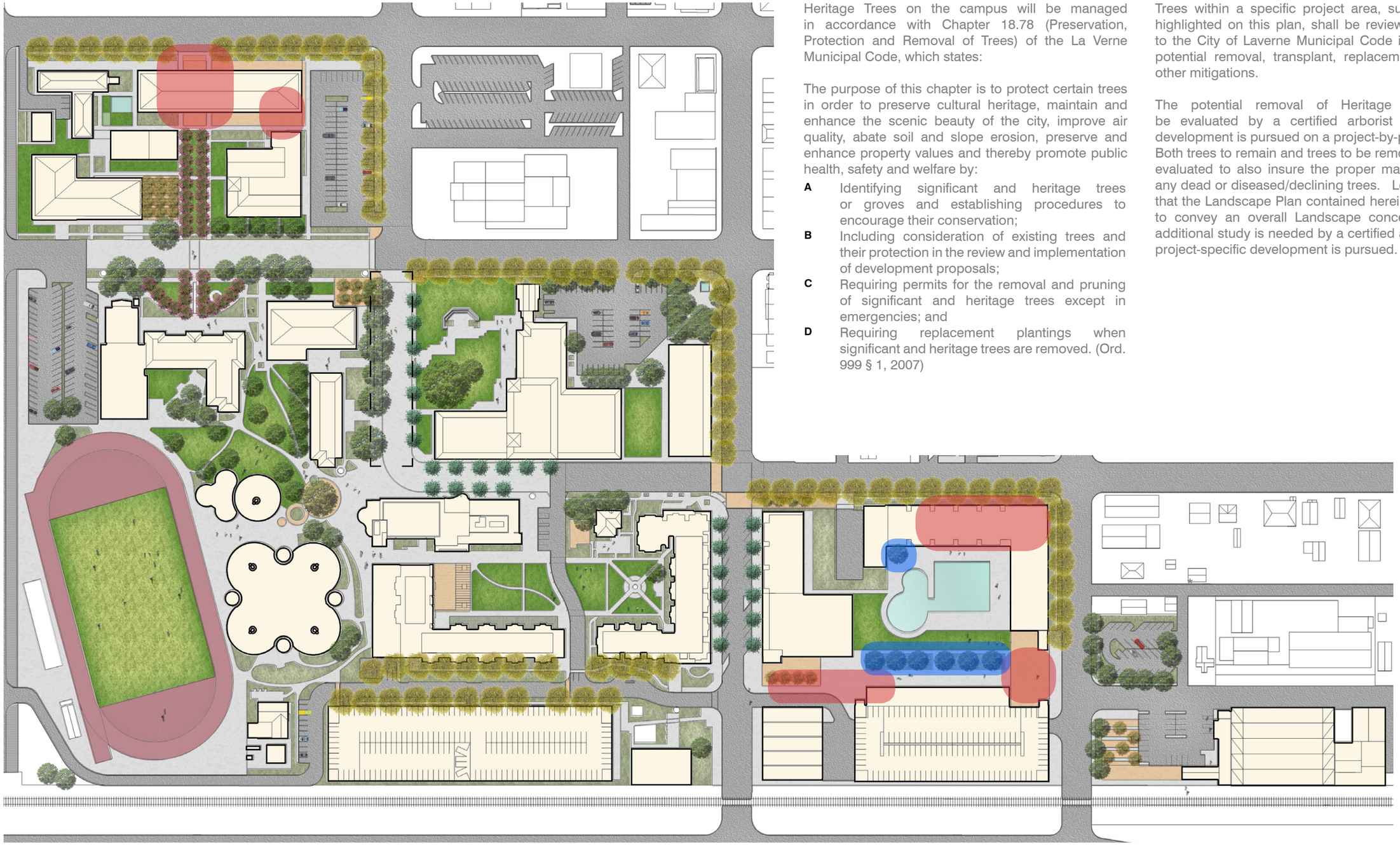


TREE PLAZA



Areas of Potential Impacts to Heritage Trees

Potential Sites for Tree Relocation



Heritage Trees on the campus will be managed in accordance with Chapter 18.78 (Preservation, Protection and Removal of Trees) of the La Verne Municipal Code, which states:

The purpose of this chapter is to protect certain trees in order to preserve cultural heritage, maintain and enhance the scenic beauty of the city, improve air quality, abate soil and slope erosion, preserve and enhance property values and thereby promote public health, safety and welfare by:

A Identifying significant and heritage trees or groves and establishing procedures to encourage their conservation;

B Including consideration of existing trees and their protection in the review and implementation of development proposals;

C Requiring permits for the removal and pruning of significant and heritage trees except in emergencies; and

D Requiring replacement plantings when significant and heritage trees are removed. (Ord. 999 § 1, 2007)

Trees within a specific project area, such as those highlighted on this plan, shall be reviewed pursuant to the City of Laverne Municipal Code in regards to potential removal, transplant, replacements, or any other mitigations.

The potential removal of Heritage Trees shall be evaluated by a certified arborist at the time development is pursued on a project-by-project basis. Both trees to remain and trees to be removed shall be evaluated to also insure the proper management of any dead or diseased/declining trees. Let it be noted that the Landscape Plan contained herein is intended to convey an overall Landscape concept and that additional study is needed by a certified arborist once project-specific development is pursued.

Parking lot access Surface lot Parking structure

SURFACE LOTS

Lot A	87
Lot B	71
Lot CTL	4
Lot D	12
Lot E	48
Lot I1	35
Lot I2	21
Lot J	19
Lot L	47
Lot M	17
Lot N	11
Lot P	18
Lot BB Bonita Building	47
Lot SS Student Services	72

PARKING STRUCTURES

1 Parking Structure I (spaces)	940
2 Parking Structure II (spaces)	750

OFF-CAMPUS PARKING

Lot S (Shuttle Lot)	455
Princeland	38
Subtotal surface parking	**509**
Subtotal structure parking	**1,690**
Off-Campus Parking	**493**
Total parking capacity	**2,692**

200'

1 acre

LPA

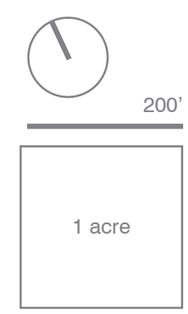
Primary street
Secondary street
Tertiary street
Service / Emergency access only
Speed Tables / Traffic Calming Measures
B Street
C Street
D Street
E Street
Bonita Avenue
Bonita Avenue
3rd Street
3rd Street
2nd Street
2nd Street
1st Street
1st Street
Arrow Highway
N
BB
P
SS
B
A
E
L
L
J
I1
1
2
200'
1 acre
LPA

Combined Gold Line / University traffic

Old Town La Verne traffic

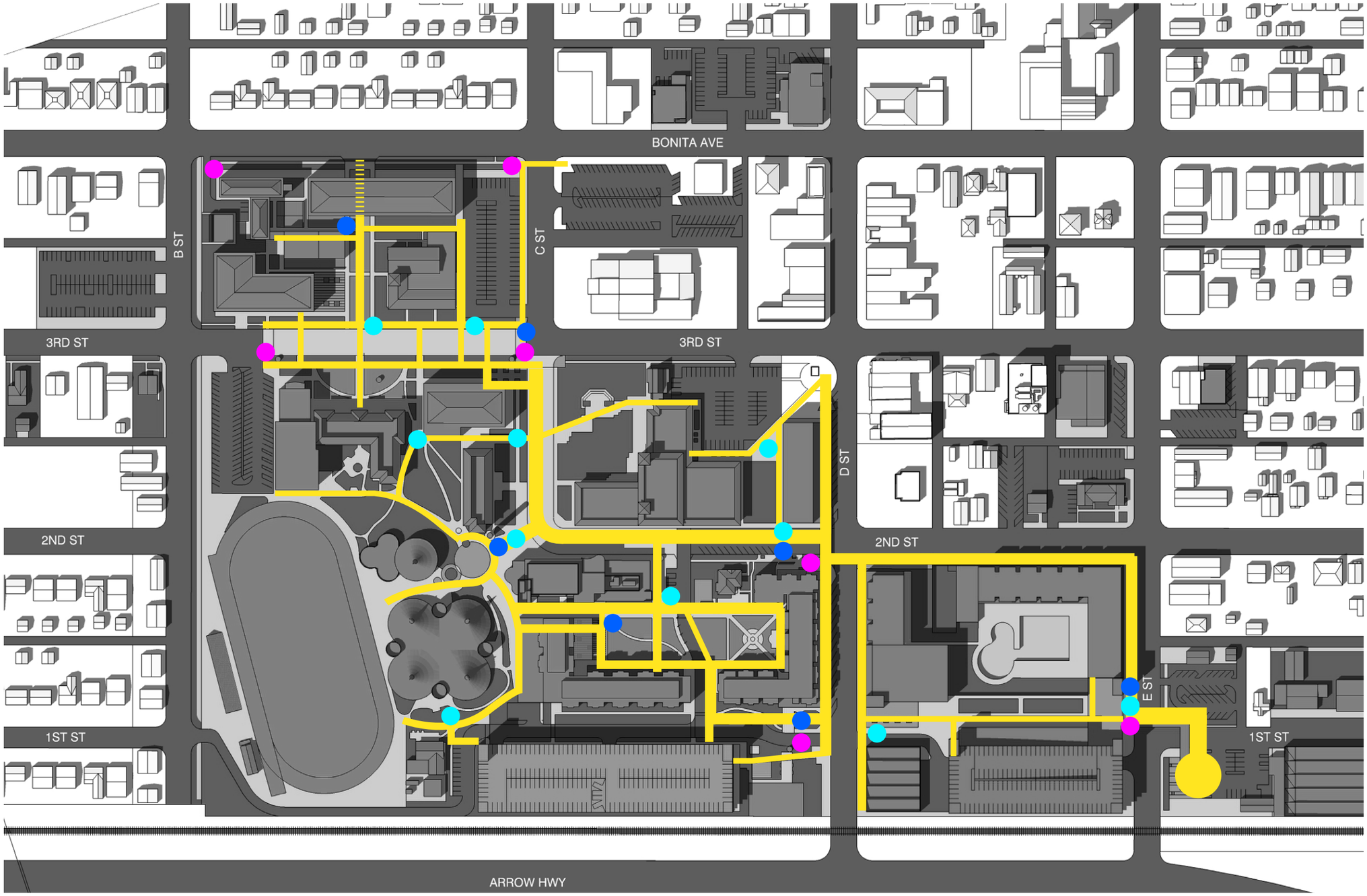
University traffic

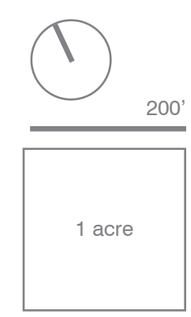
Campus entry markers



LPA

Primary pedestrian circulation Monument sign Directory Directional sign





LPA

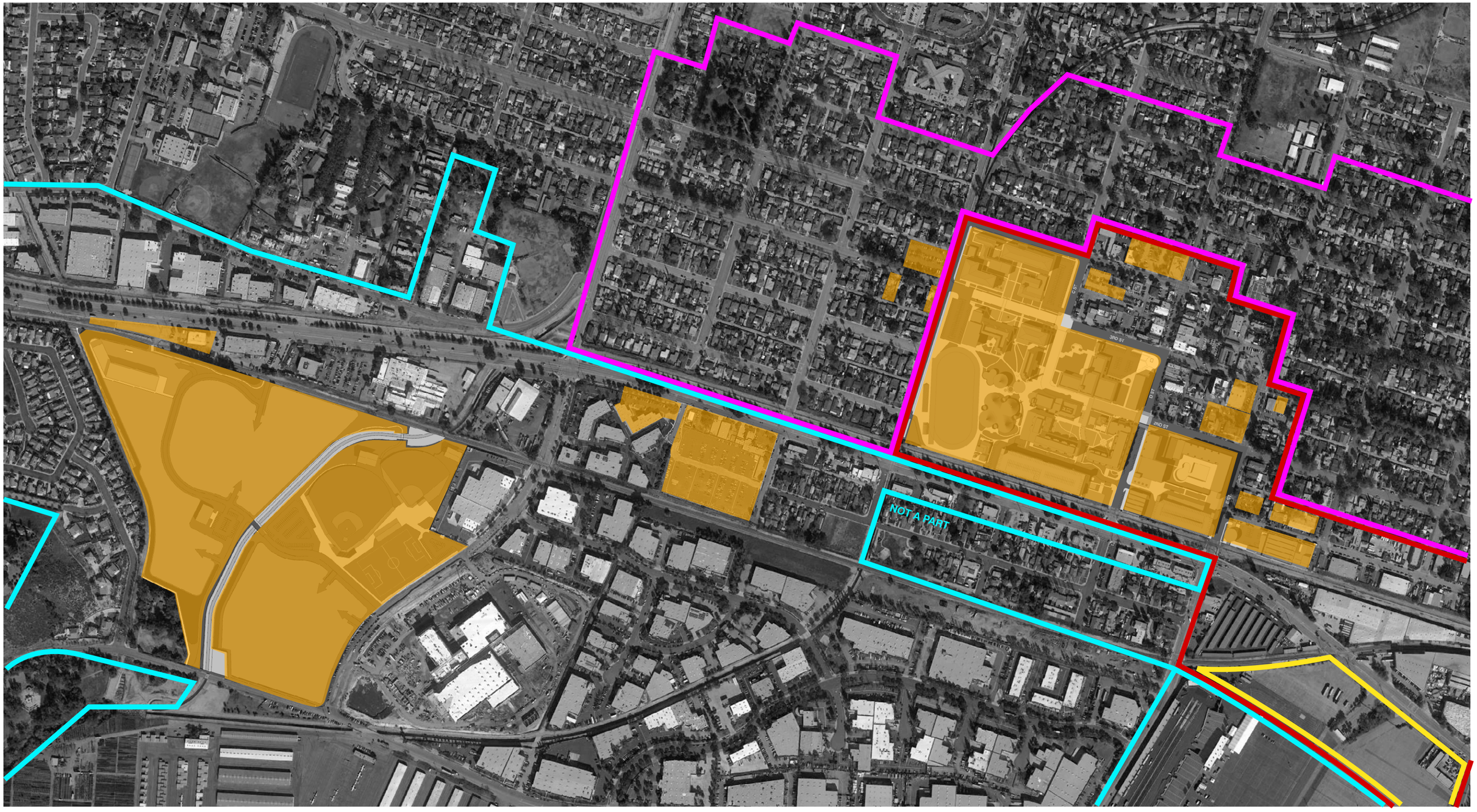
University of La Verne footprint

Lordsburg Specific Plan area

Old Town La Verne Specific Plan area

Arrow Corridor Specific Plan area

Fairplex Planning area within City of La Verne

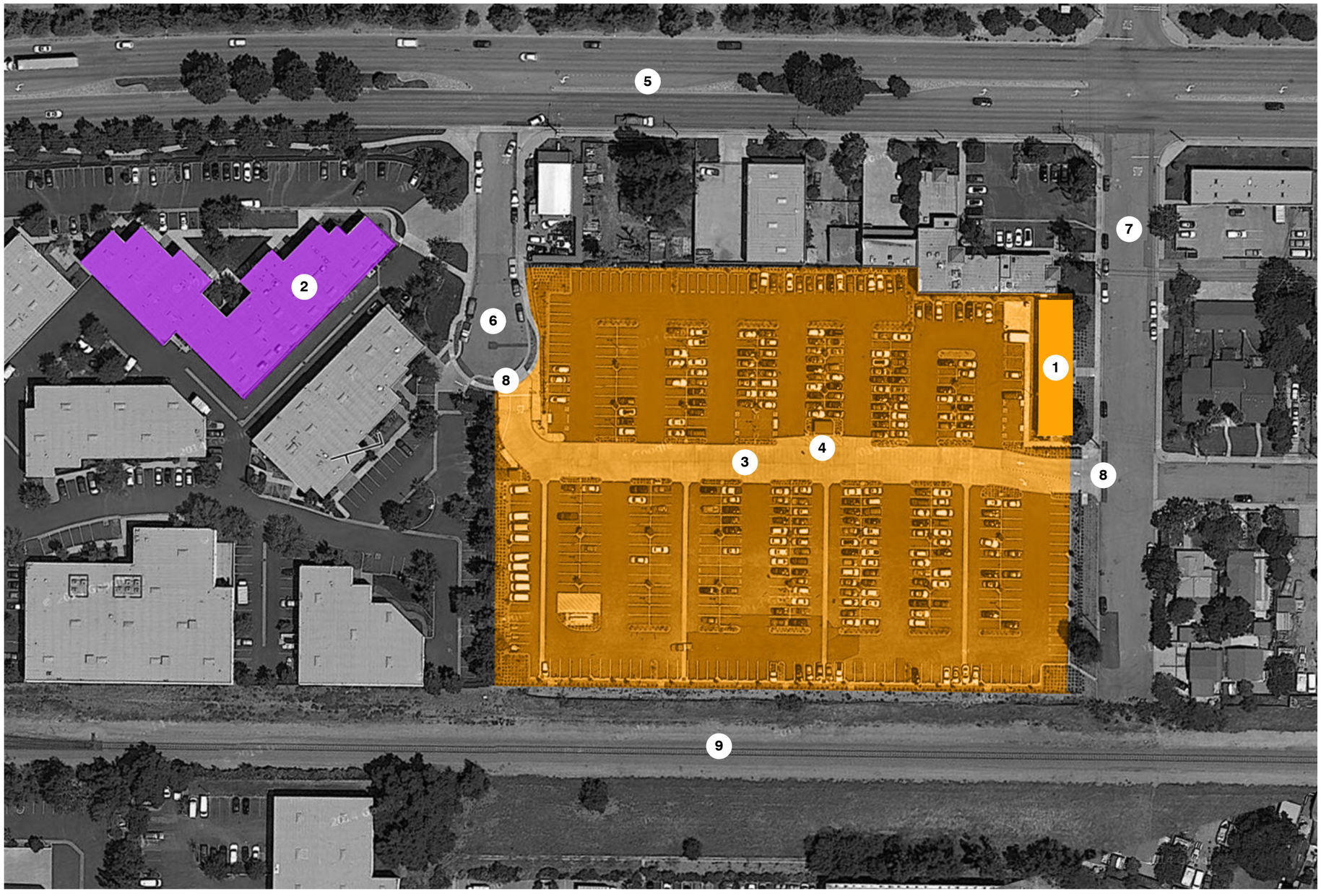


Primary vehicle circulation | Shuttle Service (current & future) | Bus Route 492 | Gold Line | Metrolink | Bicycle Route | 15-min walking radius | Proposed Buildings

Zone 1 Zone 2 Zone 3 Physical Plant Utility Lines

Park Campus / Shuttle Lot

Owned property Leased property



1 Carson Building
2 Park Campus Facility
3 Shuttle Lot
4 Shuttle Stop
5 Arrow Highway
6 Park Avenue
7 A Street
8 Access Driveway
9 Metrolink Rail Line

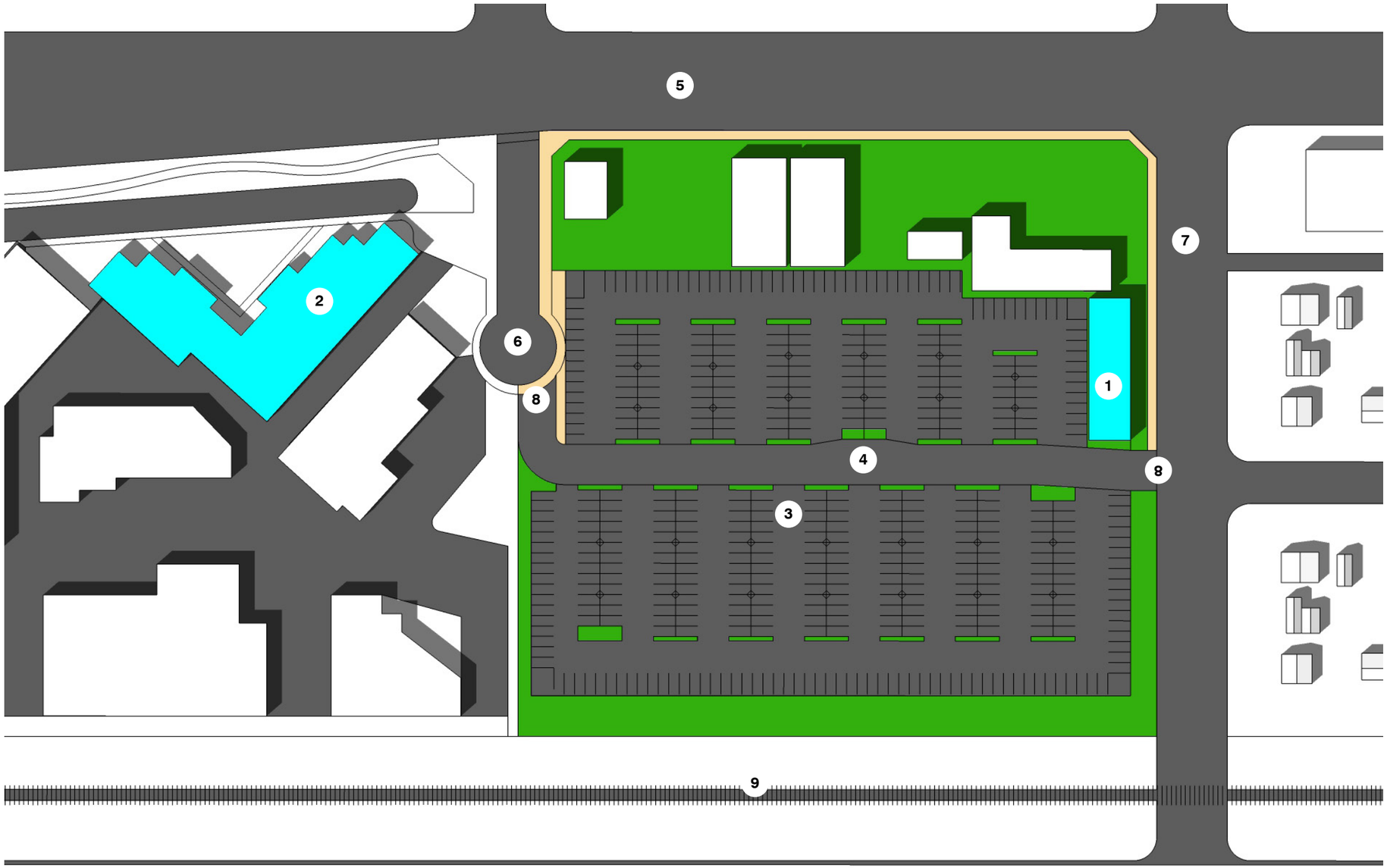
Total footprint (acres)	**4.2**
Total building area (gsf)	
Carson Building	**3,240**
Park Campus Facility	**18,523**
Parking Before Phase I	
Shuttle Lot	**455**
Princeland	**38**
Total	**493**

100'

1/4 acre

Phase I (2015 - 2021)

Existing building Landscape Hardscape Roads / parking

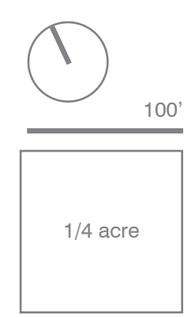


EXISTING SITE

1 Carson Building
2 Park Campus Facility (Leased)
3 Shuttle Lot
4 Shuttle Stop
5 Arrow Highway
6 Park Avenue
7 A Street
8 Access Driveway
9 Metrolink Rail Line

Total footprint (acres)	**4.2**
Total building area (gsf)	
Carson Building	**3,240**
Park Campus Facility	**18,523**
Parking Before Phase I	
Shuttle Lot	**455**
Princeland	**38**
Total	**493**

* The University proposes using the Carson Building in its current configuration for non-instructional use with primary access to the facility from Parking Lot S.



Campus West

Available land owned by the University

1 Arrow Highway
2 Puddingstone Drive
3 Wheeler Avenue
4 Carrion Road
5 Metrorail line
6 Storm water channel
7 Branch channel
8 Former MWD property
9 Existing structures
10 Infrastructure / utilities
11 Baseball
12 Softball
13 Lockers / restrooms / training rooms
14 Baseball batting cages
15 Softball batting cages
16 Multipurpose field
17 Parking lot
18 Future road extension
19 Former Brown property
20 Former Gainey property
21 Single-family residential
22 Access right-of-way
23 Pedestrian crossing

200'

1 acre

Available land owned by the University

1 Arrow Highway
2 Puddingstone Drive
3 Wheeler Avenue
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6 Storm water channel
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8 Former MWD property
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16 Multipurpose field
17 Parking lot
18 Wheeler Avenue extension
19 Former Brown property
20 Former Gainey property
21 Single-family residential
22 Access right-of-way
23 Pedestrian crossing

SITE DATA

Total land area (acres)	**54.8**
Developed area (acres)	14
Available land remaining (acres)	40.8
Existing parking capacity (spaces)	180

200’

1 acre

Existing Building / Development | New Building / Structure | Undeveloped Land | New Development

EXISTING SITE PROJECTS

1 Athletic complex
2 Undeveloped land

NEW SITE PROJECTS

3 New bridge
4 Road extension

NEW BUILDINGS / COMPLEX

A Multi-Family residential

200'

1 acre

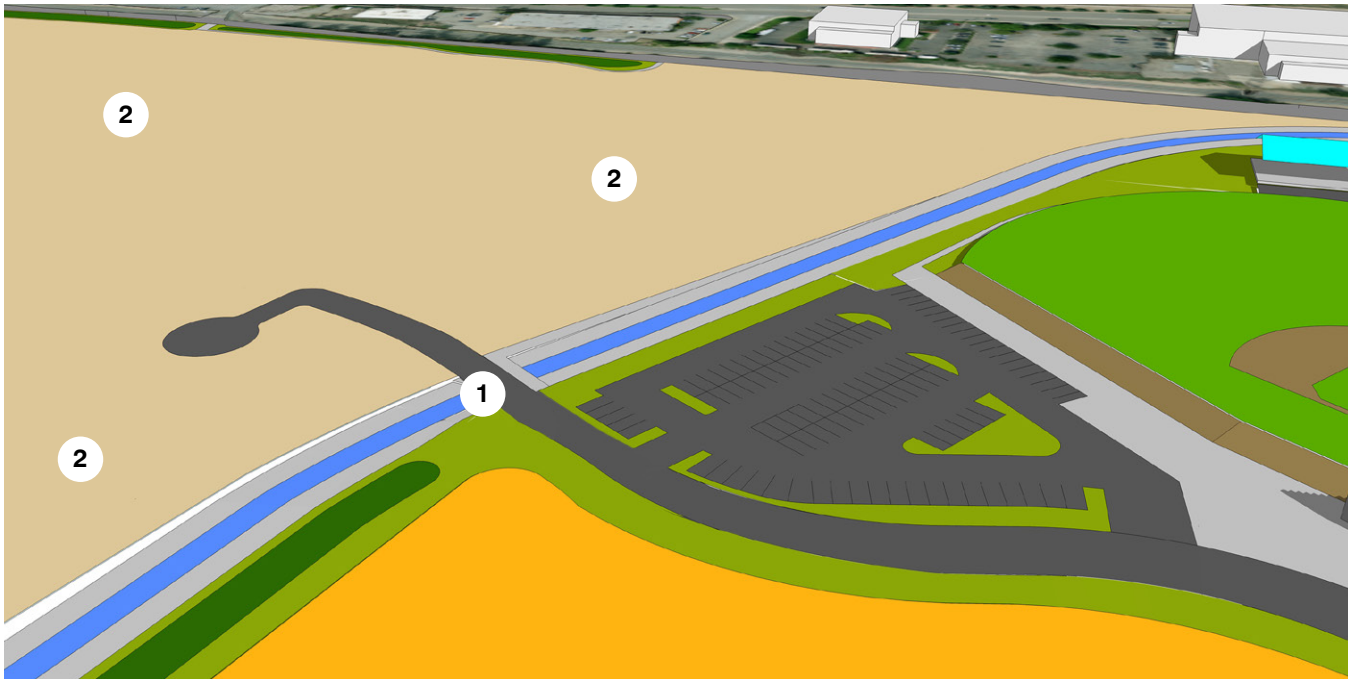
NEW BRIDGE/ROAD EXTENSION AT CAMPUS WEST

Given plans for future development of the western portion of Campus West (former Brown and Gainey Properties), the University plans to cross the Marshal Canyon storm water channel to provide access to this currently undeveloped land.

UNKNOWN DEVELOPMENT

The University is currently exploring use of the remaining 20+ acres of the Campus West development. No plans are in place to develop this area over Phase 1 of the Campus Master Plan.

1 New Bridge/Road Extension
2 Unknown Development



PHASE II (2022 - 2028)

PHASE II PLAN

Existing Building / Development | New Building / Structure | Undeveloped Land | New Development

EXISTING SITE PROJECTS

1 Athletic complex
2 Multi-family residential
3 Undeveloped land

NEW SITE PROJECTS

4 University House parking - 60 spots

NEW BUILDINGS / COMPLEX

A University House - 5,000 sq. ft

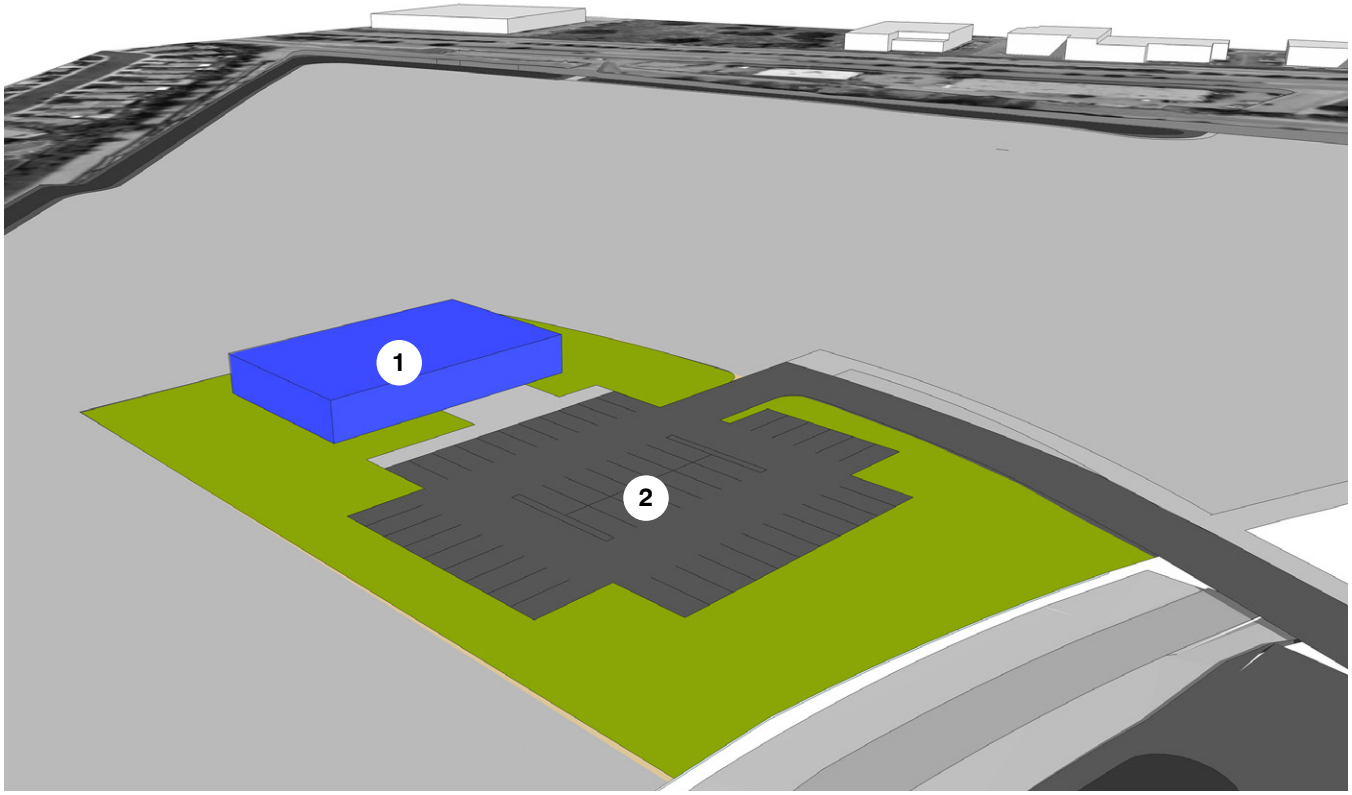
200'

1 acre

UNIVERSITY HOUSE

Within Phase II, the University is planning to build a University House to serve as the home of current and future University Presidents. The house will also include modest conference facilities to support gatherings and university guests. The University House will have adjacent parking to support functions of the facility.

1 University House
2 University House Parking



PHASE III (2029 - 2035)

PHASE III PLAN

Existing Building / Development | New Building / Structure | Undeveloped Land | New Development

EXISTING SITE PROJECTS

1 Athletic complex
2 Multi-family residential
3 University House
4 University House parking

NEW SITE PROJECTS

5 Loop road
6 Landscape buffer
7 North access road
8 South access road
9 Office Parking / M&O Yard

NEW BUILDINGS / COMPLEX

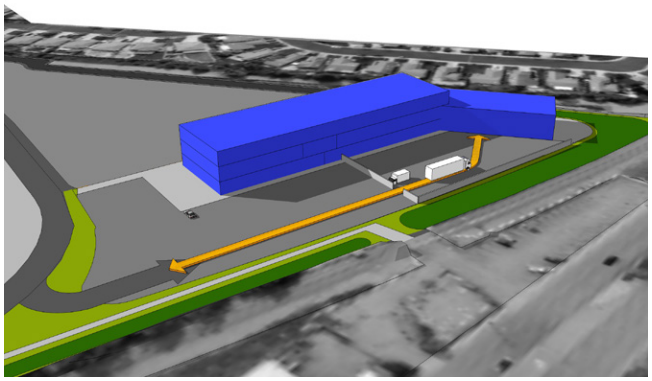
A HR/Facilities/OIT building - 67,000 sq. ft
B Undetermined Use

200'

1 acre

NEW ADMINISTRATIVE FACILITY

Within Phase III, the University is looking to consolidate administrative functions into a central facility (and out of current leased facilities at Princeland and owned facilities at the south Baum Buildings). This facility will potentially include offices for Facility and Technology Services, Office of Information Technology, Facilities Management, Human Resources, and Finance office spaces. It is anticipated that the facility will be no more than 67,000 square feet.



STREET INFRASTRUCTURE/CARRION ROAD

As part of the Phase III development, the University intends to create vehicular access to both new facilities and provide required emergency vehicle access to both Carrion Road north to Arrow Highway and a new connection south to Puddingstone Drive.