

A P P E N D I X L

T R A N S P O R T A T I O N A N D T R A F F I C





# **Transportation Technical Appendix**

## **Cordes Ranch Specific Plan EIR**

**February 2013**

**WC11-2799**

# **Appendix A**

## **Raw Intersection Count Data**

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

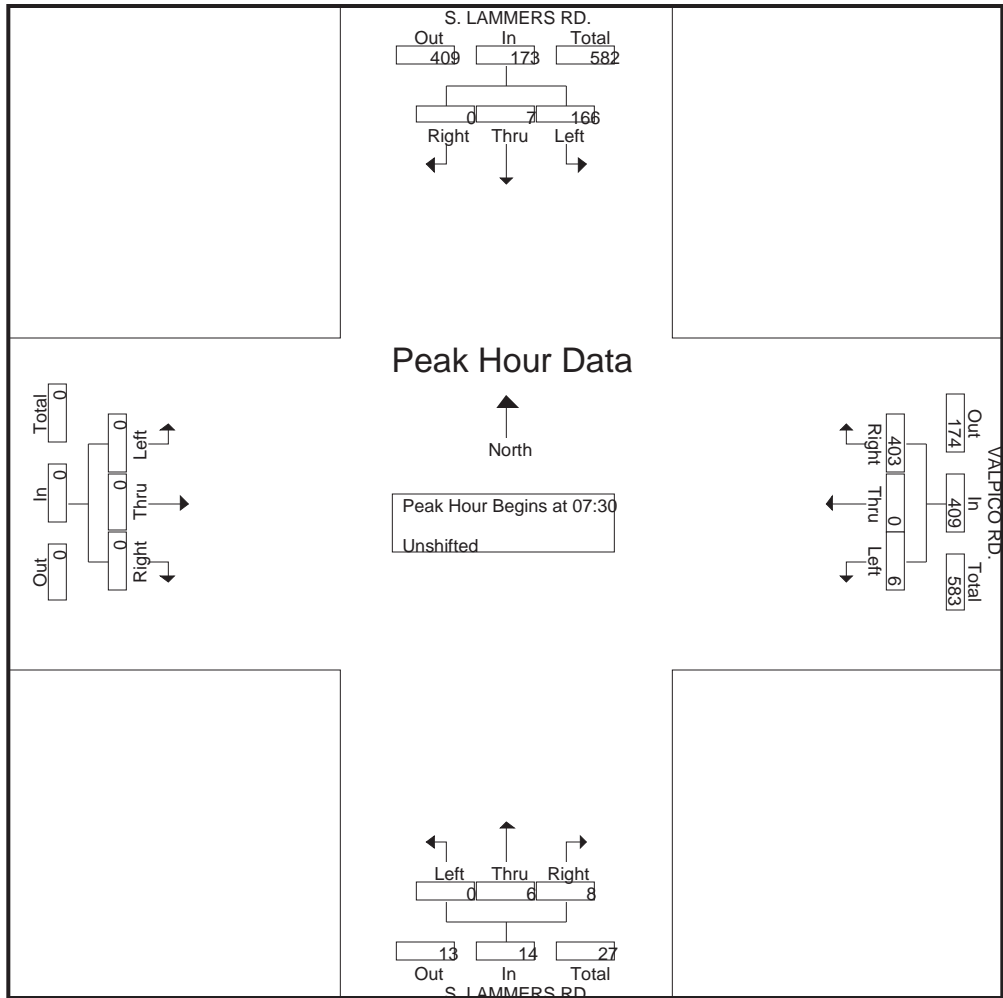
File Name : 11-7198-009 LAMMERS-VALPICO  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted

| Start Time  | S. LAMMERS RD.<br>Southbound |     |     |     |            | VALPICO RD.<br>Westbound |      |       |      |            | S. LAMMERS RD.<br>Northbound |      |       |      |            | Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |      |
|-------------|------------------------------|-----|-----|-----|------------|--------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|-----------|------|-------|------|------------|--------------|--------------|------------|------|
|             | Left                         | Thr | Rig | Ped | App. Total | Left                     | Thru | Right | Peds | App. Total | Left                         | Thru | Right | Peds | App. Total | Left      | Thru | Right | Peds | App. Total |              |              |            |      |
| 07:00       | 8                            | 0   | 0   | 0   | 8          | 1                        | 0    | 80    | 0    | 81         | 0                            | 1    | 2     | 0    | 3          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 92         | 92   |
| 07:15       | 20                           | 2   | 0   | 0   | 22         | 0                        | 0    | 90    | 0    | 90         | 0                            | 1    | 0     | 0    | 1          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 113        | 113  |
| 07:30       | 32                           | 2   | 0   | 0   | 34         | 1                        | 0    | 84    | 0    | 85         | 0                            | 1    | 1     | 0    | 2          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 121        | 121  |
| 07:45       | 44                           | 2   | 0   | 0   | 46         | 2                        | 0    | 117   | 0    | 119        | 0                            | 2    | 3     | 0    | 5          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 170        | 170  |
| Total       | 104                          | 6   | 0   | 0   | 110        | 4                        | 0    | 371   | 0    | 375        | 0                            | 5    | 6     | 0    | 11         | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 496        | 496  |
| 08:00       | 40                           | 0   | 0   | 0   | 40         | 0                        | 0    | 126   | 0    | 126        | 0                            | 2    | 1     | 0    | 3          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 169        | 169  |
| 08:15       | 50                           | 3   | 0   | 0   | 53         | 3                        | 0    | 76    | 0    | 79         | 0                            | 1    | 3     | 0    | 4          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 136        | 136  |
| 08:30       | 29                           | 2   | 0   | 0   | 31         | 2                        | 0    | 55    | 0    | 57         | 0                            | 0    | 2     | 0    | 2          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 90         | 90   |
| 08:45       | 29                           | 3   | 0   | 0   | 32         | 0                        | 0    | 44    | 0    | 44         | 0                            | 0    | 0     | 0    | 0          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 76         | 76   |
| Total       | 148                          | 8   | 0   | 0   | 156        | 5                        | 0    | 301   | 0    | 306        | 0                            | 3    | 6     | 0    | 9          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 471        | 471  |
| 16:00       | 78                           | 5   | 0   | 0   | 83         | 1                        | 0    | 48    | 0    | 49         | 0                            | 2    | 3     | 0    | 5          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 137        | 137  |
| 16:15       | 74                           | 5   | 0   | 0   | 79         | 1                        | 0    | 51    | 0    | 52         | 0                            | 4    | 2     | 0    | 6          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 137        | 137  |
| 16:30       | 85                           | 1   | 0   | 0   | 86         | 3                        | 0    | 30    | 0    | 33         | 0                            | 1    | 2     | 0    | 3          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 122        | 122  |
| 16:45       | 94                           | 2   | 0   | 0   | 96         | 1                        | 0    | 32    | 0    | 33         | 0                            | 0    | 2     | 0    | 2          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 131        | 131  |
| Total       | 331                          | 13  | 0   | 0   | 344        | 6                        | 0    | 161   | 0    | 167        | 0                            | 7    | 9     | 0    | 16         | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 527        | 527  |
| 17:00       | 86                           | 3   | 0   | 0   | 89         | 2                        | 0    | 40    | 0    | 42         | 0                            | 2    | 3     | 0    | 5          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 136        | 136  |
| 17:15       | 93                           | 0   | 0   | 0   | 93         | 3                        | 0    | 36    | 0    | 39         | 0                            | 2    | 0     | 0    | 2          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 134        | 134  |
| 17:30       | 91                           | 4   | 0   | 0   | 95         | 1                        | 0    | 40    | 0    | 41         | 0                            | 1    | 1     | 0    | 2          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 138        | 138  |
| 17:45       | 85                           | 2   | 0   | 0   | 87         | 1                        | 0    | 45    | 0    | 46         | 0                            | 1    | 1     | 0    | 2          | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 135        | 135  |
| Total       | 355                          | 9   | 0   | 0   | 364        | 7                        | 0    | 161   | 0    | 168        | 0                            | 6    | 5     | 0    | 11         | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 543        | 543  |
| Grand Total | 938                          | 36  | 0   | 0   | 974        | 22                       | 0    | 994   | 0    | 1016       | 0                            | 21   | 26    | 0    | 47         | 0         | 0    | 0     | 0    | 0          | 0            | 0            | 2037       | 2037 |
| Apprch %    | 96.3                         | 3.7 | 0   |     |            | 2.2                      | 0    | 97.8  |      |            | 0                            | 44.7 | 55.3  |      |            | 0         | 0    | 0     |      |            |              |              |            |      |
| Total %     | 46                           | 1.8 | 0   |     | 47.8       | 1.1                      | 0    | 48.8  |      | 49.9       | 0                            | 1    | 1.3   |      | 2.3        | 0         | 0    | 0     |      |            |              | 0            | 100        |      |

| Start Time   | S. LAMMERS RD.<br>Southbound |          |       |            | VALPICO RD.<br>Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | Eastbound |      |       |            | Int. Total |
|--|------------------------------|----------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------|------|-------|------------|------------|
|  | Left                         | Thru     | Right | App. Total | Left                     | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left      | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 |                              |          |       |            |                          |      |       |            |                              |      |       |            |           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30    |                              |          |       |            |                          |      |       |            |                              |      |       |            |           |      |       |            |            |
| 07:30  | 32                           | 2        | 0     | 34         | 1                        | 0    | 84    | 85         | 0                            | 1    | 1     | 2          | 0         | 0    | 0     | 0          | 121        |
| 07:45  | 44                           | 2        | 0     | 46         | 2                        | 0    | 117   | 119        | 0                            | 2    | 3     | 5          | 0         | 0    | 0     | 0          | 170        |
| 08:00  | 40                           | 0        | 0     | 40         | 0                        | 0    | 126   | 126        | 0                            | 2    | 1     | 3          | 0         | 0    | 0     | 0          | 169        |
| 08:15  | <b>50</b>                    | <b>3</b> | 0     | <b>53</b>  | <b>3</b>                 | 0    | 76    | 79         | 0                            | 1    | 3     | 4          | 0         | 0    | 0     | 0          | 136        |
| Total Volume   | 166                          | 7        | 0     | 173        | 6                        | 0    | 403   | 409        | 0                            | 6    | 8     | 14         | 0         | 0    | 0     | 0          | 596        |

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| % App. Total | 96   | 4    | 0    |      | 1.5  | 0    | 98.5 |      | 0    | 42.9 | 57.1 |      | 0    | 0    | 0    |      |
| PHF          | .830 | .583 | .000 | .816 | .500 | .000 | .800 | .812 | .000 | .750 | .667 | .700 | .000 | .000 | .000 | .000 |



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 17:00        | 86   | 3    | 0    | 89   | 2    | 0    | 40   | 42   | 0    | 2    | 3    | 5    | 0    | 0    | 0    | 0    | 136  |
| 17:15        | 93   | 0    | 0    | 93   | 3    | 0    | 36   | 39   | 0    | 2    | 0    | 2    | 0    | 0    | 0    | 0    | 134  |
| 17:30        | 91   | 4    | 0    | 95   | 1    | 0    | 40   | 41   | 0    | 1    | 1    | 2    | 0    | 0    | 0    | 0    | 138  |
| 17:45        | 85   | 2    | 0    | 87   | 1    | 0    | 45   | 46   | 0    | 1    | 1    | 2    | 0    | 0    | 0    | 0    | 135  |
| Total Volume | 355  | 9    | 0    | 364  | 7    | 0    | 161  | 168  | 0    | 6    | 5    | 11   | 0    | 0    | 0    | 0    | 543  |
| % App. Total | 97.5 | 2.5  | 0    |      | 4.2  | 0    | 95.8 |      | 0    | 54.5 | 45.5 |      | 0    | 0    | 0    |      |      |
| PHF          | .954 | .563 | .000 | .958 | .583 | .000 | .894 | .913 | .000 | .750 | .417 | .550 | .000 | .000 | .000 | .000 | .984 |

# All Traffic Data

(916) 771-8700

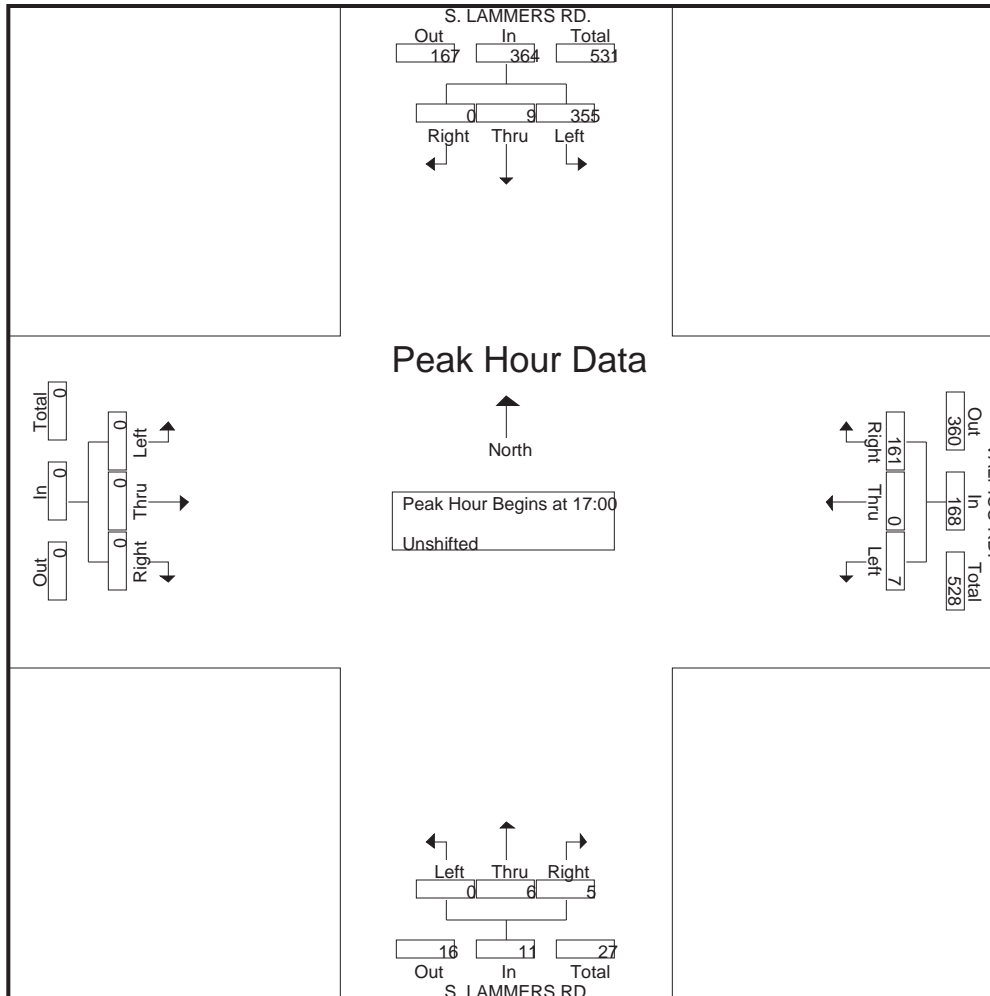
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-009 LAMMERS-VALPICO

Site Code : 00000000

Start Date : 5/5/2011

Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008S LAMMERS-SCHULTE (S)  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Bank 1

| Start Time  | S. LAMMERS RD.<br>Southbound |      |       |            | W. SCHULTE RD (S)<br>Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------|------|-------|------------|------------|
|             | Left                         | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left      | Thru | Right | App. Total |            |
| 07:30       | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0         | 0    | 0     | 0          | 1          |
| Total       | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0         | 0    | 0     | 0          | 1          |
| Grand Total | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0         | 0    | 0     | 0          | 1          |
| Apprch %    | 0                            | 0    | 0     |            | 0                              | 0    | 0     |            | 0                            | 100  | 0     |            | 0         | 0    | 0     |            |            |
| Total %     | 0                            | 0    | 0     |            | 0                              | 0    | 0     |            | 0                            | 100  | 0     | 100        | 0         | 0    | 0     |            |            |

| Start Time   | S. LAMMERS RD.<br>Southbound |      |       |            | W. SCHULTE RD (S)<br>Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | Eastbound |      |       |            | Int. Total |
|--|------------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------|------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                           | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left      | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 |                              |      |       |            |                                |      |       |            |                              |      |       |            |           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:00    |                              |      |       |            |                                |      |       |            |                              |      |       |            |           |      |       |            |            |
| 07:00  | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0          |
| 07:15  | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0          |
| 07:30  | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0         | 0    | 0     | 0          | 1          |
| 07:45  | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0          |
| Total Volume   | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0         | 0    | 0     | 0          | 1          |
| % App. Total   | 0                            | 0    | 0     |            | 0                              | 0    | 0     |            | 0                            | 100  | 0     |            | 0         | 0    | 0     |            |            |
| PHF  | .000                         | .000 | .000  | .000       | .000                           | .000 | .000  | .000       | .000                         | .250 | .000  | .250       | .000      | .000 | .000  | .000       | .250       |

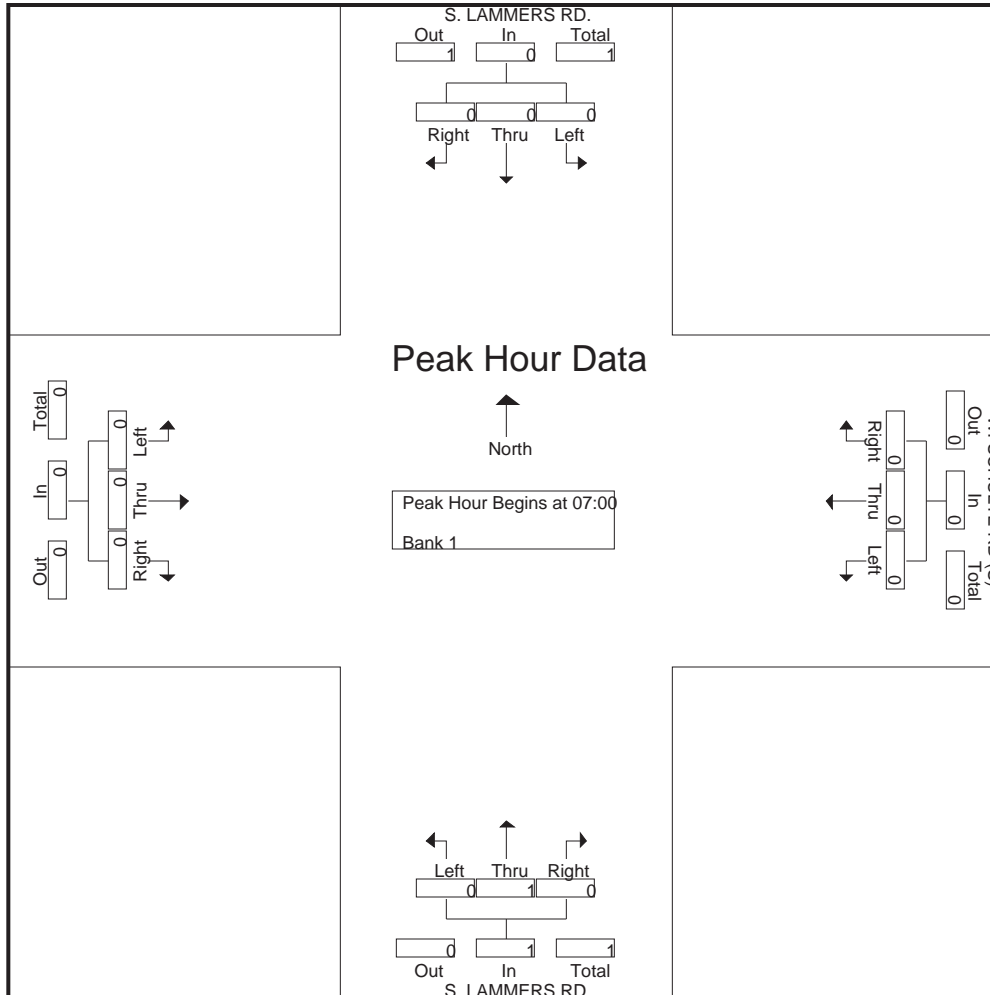


# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008S LAMMERS-SCHULTE (S)  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 2





# All Traffic Data

(916) 771-8700

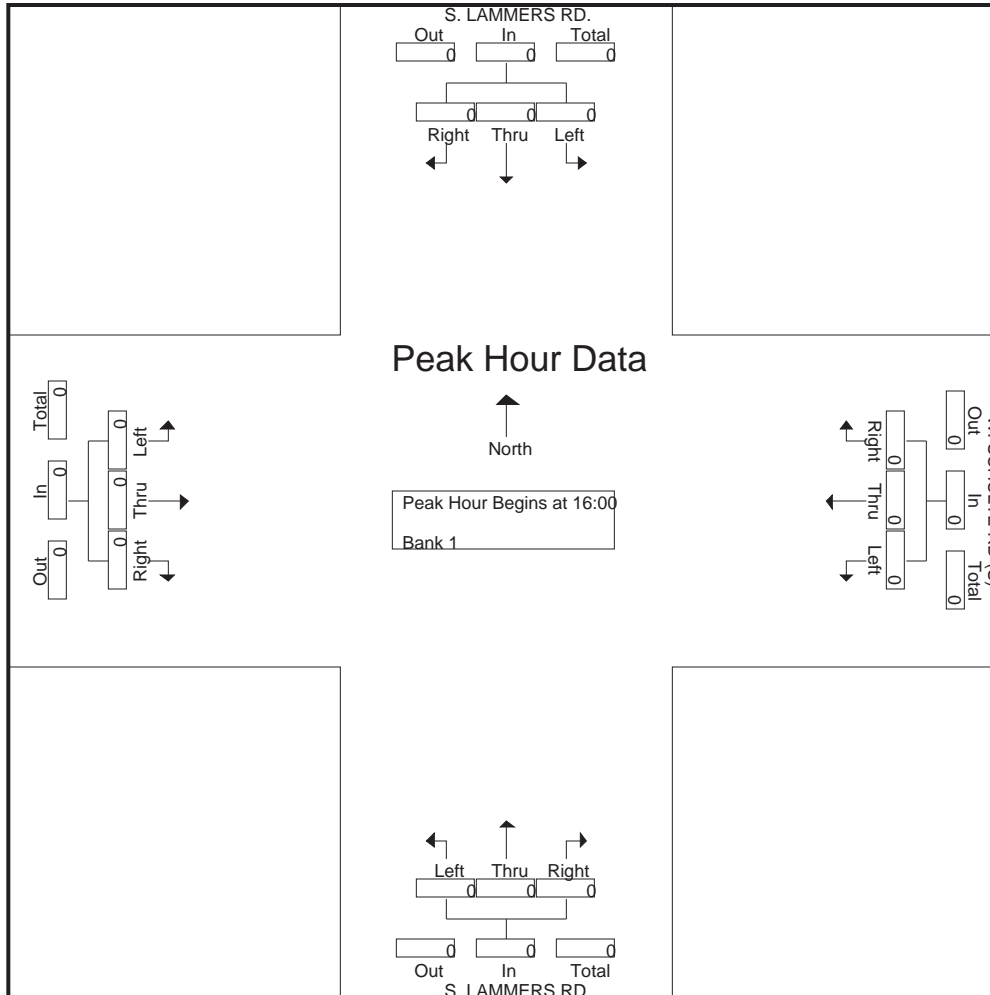
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008S LAMMERS-SCHULTE (S)

Site Code : 00000000

Start Date : 5/5/2011

Page No : 4



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

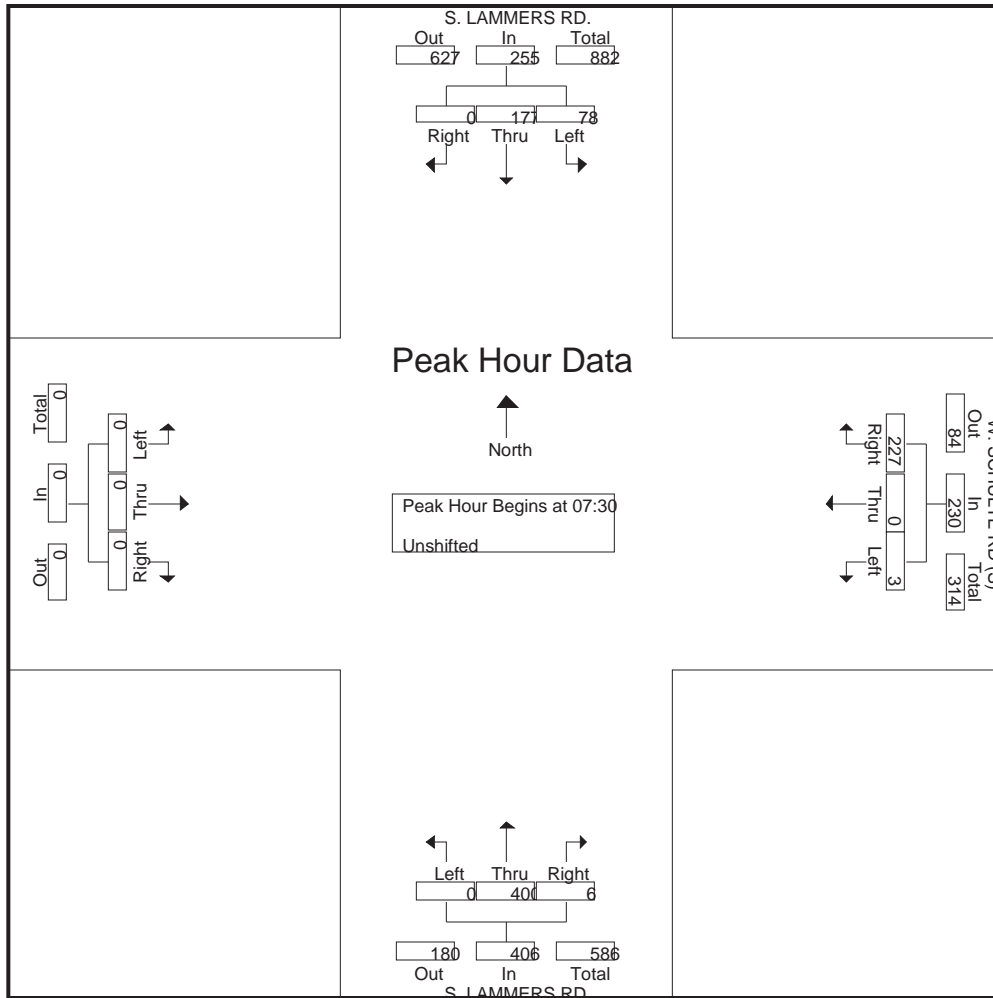
File Name : 11-7198-008S LAMMERS-SCHULTE (S)  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted

| Start Time         | S. LAMMERS RD.<br>Southbound |             |          |          |             | W. SCHULTE RD (S)<br>Westbound |          |             |          |             | S. LAMMERS RD.<br>Northbound |             |            |          |             | Eastbound |          |          |          |            | Exclu. Total | Inclu. Total | Int. Total  |             |
|--------------------|------------------------------|-------------|----------|----------|-------------|--------------------------------|----------|-------------|----------|-------------|------------------------------|-------------|------------|----------|-------------|-----------|----------|----------|----------|------------|--------------|--------------|-------------|-------------|
|                    | Left                         | Thr         | Rig      | Ped      | App. Total  | Left                           | Thru     | Right       | Peds     | App. Total  | Left                         | Thru        | Right      | Peds     | App. Total  | Left      | Thru     | Right    | Peds     | App. Total |              |              |             |             |
| 07:00              | 5                            | 8           | 0        | 0        | 13          | 0                              | 0        | 33          | 0        | 33          | 0                            | 83          | 0          | 0        | 83          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 129         | 129         |
| 07:15              | 4                            | 21          | 0        | 0        | 25          | 2                              | 0        | 30          | 0        | 32          | 0                            | 88          | 0          | 0        | 88          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 145         | 145         |
| 07:30              | 9                            | 37          | 0        | 0        | 46          | 0                              | 0        | 41          | 0        | 41          | 0                            | 85          | 0          | 0        | 85          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 172         | 172         |
| 07:45              | 13                           | 46          | 0        | 0        | 59          | 1                              | 0        | 53          | 0        | 54          | 0                            | 112         | 2          | 0        | 114         | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 227         | 227         |
| <b>Total</b>       | <b>31</b>                    | <b>112</b>  | <b>0</b> | <b>0</b> | <b>143</b>  | <b>3</b>                       | <b>0</b> | <b>157</b>  | <b>0</b> | <b>160</b>  | <b>0</b>                     | <b>368</b>  | <b>2</b>   | <b>0</b> | <b>370</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     | <b>673</b>  | <b>673</b>  |
| 08:00              | 32                           | 42          | 0        | 0        | 74          | 1                              | 0        | 83          | 0        | 84          | 0                            | 112         | 2          | 0        | 114         | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 272         | 272         |
| 08:15              | 24                           | 52          | 0        | 0        | 76          | 1                              | 0        | 50          | 0        | 51          | 0                            | 91          | 2          | 0        | 93          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 220         | 220         |
| 08:30              | 16                           | 29          | 0        | 0        | 45          | 0                              | 0        | 14          | 0        | 14          | 0                            | 57          | 0          | 0        | 57          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 116         | 116         |
| 08:45              | 7                            | 33          | 0        | 0        | 40          | 0                              | 0        | 14          | 0        | 14          | 0                            | 41          | 0          | 0        | 41          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 95          | 95          |
| <b>Total</b>       | <b>79</b>                    | <b>156</b>  | <b>0</b> | <b>0</b> | <b>235</b>  | <b>2</b>                       | <b>0</b> | <b>161</b>  | <b>0</b> | <b>163</b>  | <b>0</b>                     | <b>301</b>  | <b>4</b>   | <b>0</b> | <b>305</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     | <b>703</b>  | <b>703</b>  |
| 16:00              | 21                           | 81          | 0        | 0        | 102         | 1                              | 0        | 17          | 0        | 18          | 0                            | 50          | 0          | 0        | 50          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 170         | 170         |
| 16:15              | 35                           | 79          | 0        | 0        | 114         | 0                              | 0        | 9           | 0        | 9           | 0                            | 49          | 0          | 0        | 49          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 172         | 172         |
| 16:30              | 36                           | 89          | 0        | 0        | 125         | 0                              | 0        | 7           | 0        | 7           | 0                            | 29          | 0          | 0        | 29          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 161         | 161         |
| 16:45              | 33                           | 96          | 0        | 0        | 129         | 0                              | 0        | 16          | 0        | 16          | 0                            | 33          | 0          | 0        | 33          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 178         | 178         |
| <b>Total</b>       | <b>125</b>                   | <b>345</b>  | <b>0</b> | <b>0</b> | <b>470</b>  | <b>1</b>                       | <b>0</b> | <b>49</b>   | <b>0</b> | <b>50</b>   | <b>0</b>                     | <b>161</b>  | <b>0</b>   | <b>0</b> | <b>161</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     | <b>681</b>  | <b>681</b>  |
| 17:00              | 31                           | 91          | 0        | 0        | 122         | 0                              | 0        | 11          | 0        | 11          | 0                            | 37          | 1          | 0        | 38          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 171         | 171         |
| 17:15              | 35                           | 94          | 0        | 0        | 129         | 0                              | 0        | 14          | 0        | 14          | 0                            | 40          | 1          | 0        | 41          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 184         | 184         |
| 17:30              | 38                           | 90          | 0        | 0        | 128         | 2                              | 0        | 12          | 0        | 14          | 0                            | 44          | 0          | 0        | 44          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 186         | 186         |
| 17:45              | 31                           | 85          | 0        | 0        | 116         | 0                              | 0        | 17          | 0        | 17          | 0                            | 45          | 1          | 0        | 46          | 0         | 0        | 0        | 0        | 0          | 0            | 0            | 179         | 179         |
| <b>Total</b>       | <b>135</b>                   | <b>360</b>  | <b>0</b> | <b>0</b> | <b>495</b>  | <b>2</b>                       | <b>0</b> | <b>54</b>   | <b>0</b> | <b>56</b>   | <b>0</b>                     | <b>166</b>  | <b>3</b>   | <b>0</b> | <b>169</b>  | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     | <b>720</b>  | <b>720</b>  |
| <b>Grand Total</b> | <b>370</b>                   | <b>973</b>  | <b>0</b> | <b>0</b> | <b>1343</b> | <b>8</b>                       | <b>0</b> | <b>421</b>  | <b>0</b> | <b>429</b>  | <b>0</b>                     | <b>996</b>  | <b>9</b>   | <b>0</b> | <b>1005</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     | <b>2777</b> | <b>2777</b> |
| <b>Apprch %</b>    | <b>27.6</b>                  | <b>72.4</b> | <b>0</b> | <b>0</b> |             | <b>1.9</b>                     | <b>0</b> | <b>98.1</b> | <b>0</b> |             | <b>0</b>                     | <b>99.1</b> | <b>0.9</b> | <b>0</b> |             | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     |             |             |
| <b>Total %</b>     | <b>13.3</b>                  | <b>35</b>   | <b>0</b> | <b>0</b> | <b>48.4</b> | <b>0.3</b>                     | <b>0</b> | <b>15.2</b> | <b>0</b> | <b>15.4</b> | <b>0</b>                     | <b>35.9</b> | <b>0.3</b> | <b>0</b> | <b>36.2</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>0</b>     | <b>0</b>     | <b>100</b>  |             |

| Start Time   | S. LAMMERS RD.<br>Southbound |            |          |            | W. SCHULTE RD (S)<br>Westbound |          |            |            | S. LAMMERS RD.<br>Northbound |            |          |            | Eastbound |          |          |            | Int. Total |
|--|------------------------------|------------|----------|------------|--------------------------------|----------|------------|------------|------------------------------|------------|----------|------------|-----------|----------|----------|------------|------------|
|  | Left                         | Thru       | Right    | App. Total | Left                           | Thru     | Right      | App. Total | Left                         | Thru       | Right    | App. Total | Left      | Thru     | Right    | App. Total |            |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 |                              |            |          |            |                                |          |            |            |                              |            |          |            |           |          |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:30    |                              |            |          |            |                                |          |            |            |                              |            |          |            |           |          |          |            |            |
| 07:30  | 9                            | 37         | 0        | 46         | 0                              | 0        | 41         | 41         | 0                            | 85         | 0        | 85         | 0         | 0        | 0        | 0          | 172        |
| 07:45  | 13                           | 46         | 0        | 59         | 1                              | 0        | 53         | 54         | 0                            | 112        | 2        | 114        | 0         | 0        | 0        | 0          | 227        |
| 08:00  | 32                           | 42         | 0        | 74         | 1                              | 0        | 83         | 84         | 0                            | 112        | 2        | 114        | 0         | 0        | 0        | 0          | 272        |
| 08:15  | 24                           | 52         | 0        | 76         | 1                              | 0        | 50         | 51         | 0                            | 91         | 2        | 93         | 0         | 0        | 0        | 0          | 220        |
| <b>Total Volume</b>                                  | <b>78</b>                    | <b>177</b> | <b>0</b> | <b>255</b> | <b>3</b>                       | <b>0</b> | <b>227</b> | <b>230</b> | <b>0</b>                     | <b>400</b> | <b>6</b> | <b>406</b> | <b>0</b>  | <b>0</b> | <b>0</b> | <b>0</b>   | <b>891</b> |

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| % App. Total | 30.6 | 69.4 | 0    | 1.3  | 0    | 98.7 | 0    | 98.5 | 1.5  | 0    | 0    | 0    |      |      |      |      |      |
| PHF          | .609 | .851 | .000 | .839 | .750 | .000 | .684 | .685 | .000 | .893 | .750 | .890 | .000 | .000 | .000 | .000 | .819 |



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 17:00

|              |           |           |      |            |          |      |           |           |      |           |      |           |      |      |      |      |            |
|--------------|-----------|-----------|------|------------|----------|------|-----------|-----------|------|-----------|------|-----------|------|------|------|------|------------|
| 17:00        | 31        | 91        | 0    | 122        | 0        | 0    | 11        | 11        | 0    | 37        | 1    | 38        | 0    | 0    | 0    | 0    | 171        |
| 17:15        | 35        | <b>94</b> | 0    | <b>129</b> | 0        | 0    | 14        | 14        | 0    | 40        | 1    | 41        | 0    | 0    | 0    | 0    | 184        |
| 17:30        | <b>38</b> | 90        | 0    | 128        | <b>2</b> | 0    | 12        | 14        | 0    | 44        | 0    | 44        | 0    | 0    | 0    | 0    | <b>186</b> |
| 17:45        | 31        | 85        | 0    | 116        | 0        | 0    | <b>17</b> | <b>17</b> | 0    | <b>45</b> | 1    | <b>46</b> | 0    | 0    | 0    | 0    | 179        |
| Total Volume | 135       | 360       | 0    | 495        | 2        | 0    | 54        | 56        | 0    | 166       | 3    | 169       | 0    | 0    | 0    | 0    | 720        |
| % App. Total | 27.3      | 72.7      | 0    |            | 3.6      | 0    | 96.4      |           | 0    | 98.2      | 1.8  |           | 0    | 0    | 0    |      |            |
| PHF          | .888      | .957      | .000 | .959       | .250     | .000 | .794      | .824      | .000 | .922      | .750 | .918      | .000 | .000 | .000 | .000 | .968       |

# All Traffic Data

(916) 771-8700

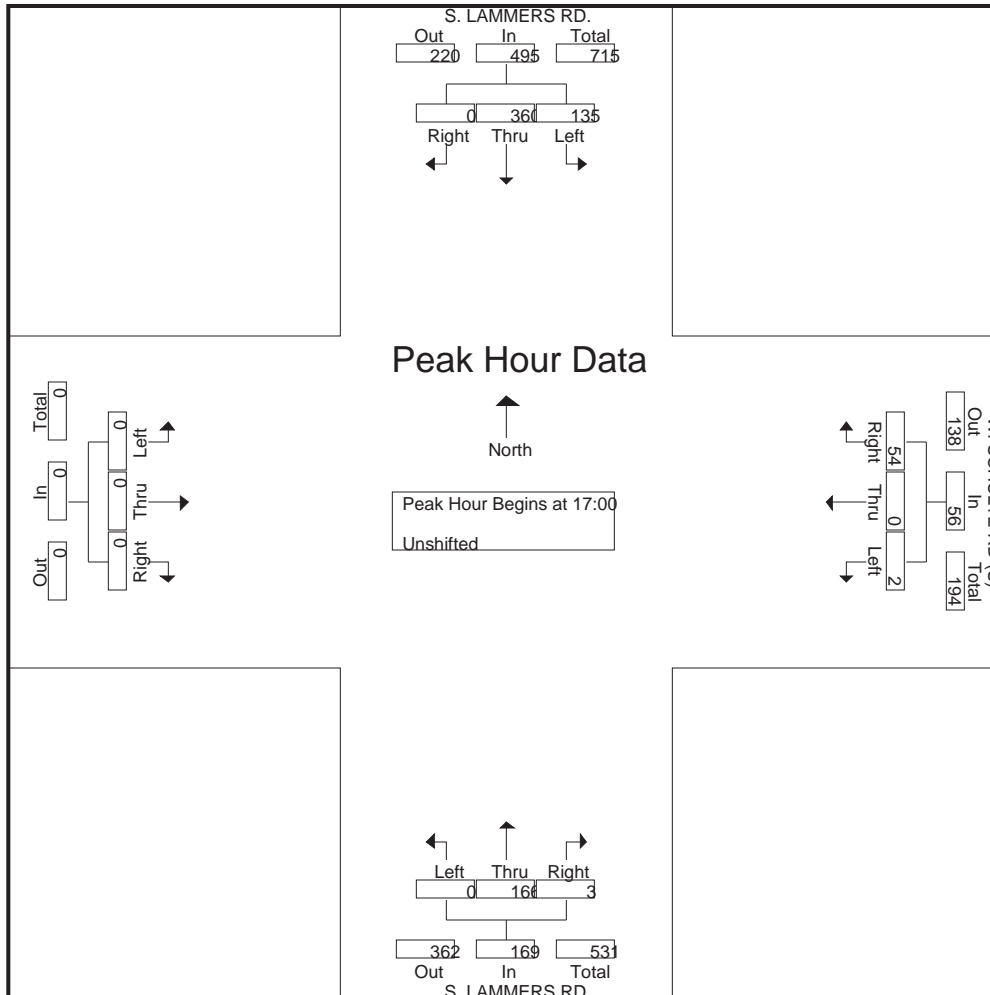
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008S LAMMERS-SCHULTE (S)

Site Code : 00000000

Start Date : 5/5/2011

Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008N LAMMERS-SCHULTE (N)  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Bank 1

| Start Time  | S. LAMMERS RD.<br>Southbound |      |       |            | Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | W. SCHULTE RD (N)<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-----------|------|-------|------------|------------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
|             | Left                         | Thru | Right | App. Total | Left      | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                           | Thru | Right | App. Total |            |
| 07:45       | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0                              | 0    | 0     | 0          | 1          |
| Total       | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0                              | 0    | 0     | 0          | 1          |
| 08:30       | 0                            | 0    | 2     | 2          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 2          |
| 08:45       | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 1                              | 0    | 0     | 1          | 1          |
| Total       | 0                            | 0    | 2     | 2          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 1                              | 0    | 0     | 1          | 3          |
| 16:00       | 0                            | 0    | 1     | 1          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 1          |
| Total       | 0                            | 0    | 1     | 1          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 1          |
| Grand Total | 0                            | 0    | 3     | 3          | 0         | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 1                              | 0    | 0     | 1          | 5          |
| Apprch %    | 0                            | 0    | 100   |            | 0         | 0    | 0     |            | 0                            | 100  | 0     |            | 100                            | 0    | 0     |            |            |
| Total %     | 0                            | 0    | 60    | 60         | 0         | 0    | 0     | 0          | 0                            | 20   | 0     | 20         | 20                             | 0    | 0     | 20         |            |

| Start Time   | S. LAMMERS RD.<br>Southbound |      |       |            | Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | W. SCHULTE RD (N)<br>Eastbound |      |       |            | Int. Total |
|--------------|------------------------------|------|-------|------------|-----------|------|-------|------------|------------------------------|------|-------|------------|--------------------------------|------|-------|------------|------------|
|              | Left                         | Thru | Right | App. Total | Left      | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                           | Thru | Right | App. Total |            |
| 07:45        | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0                              | 0    | 0     | 0          | 1          |
| 08:00        | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0          |
| 08:15        | 0                            | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 0          |
| 08:30        | 0                            | 0    | 2     | 2          | 0         | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                              | 0    | 0     | 0          | 2          |
| Total Volume | 0                            | 0    | 2     | 2          | 0         | 0    | 0     | 0          | 0                            | 1    | 0     | 1          | 0                              | 0    | 0     | 0          | 3          |
| % App. Total | 0                            | 0    | 100   |            | 0         | 0    | 0     |            | 0                            | 100  | 0     |            | 0                              | 0    | 0     |            |            |
| PHF          | .000                         | .000 | .250  | .250       | .000      | .000 | .000  | .000       | .000                         | .250 | .000  | .250       | .000                           | .000 | .000  | .000       | .375       |

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45

# All Traffic Data

(916) 771-8700

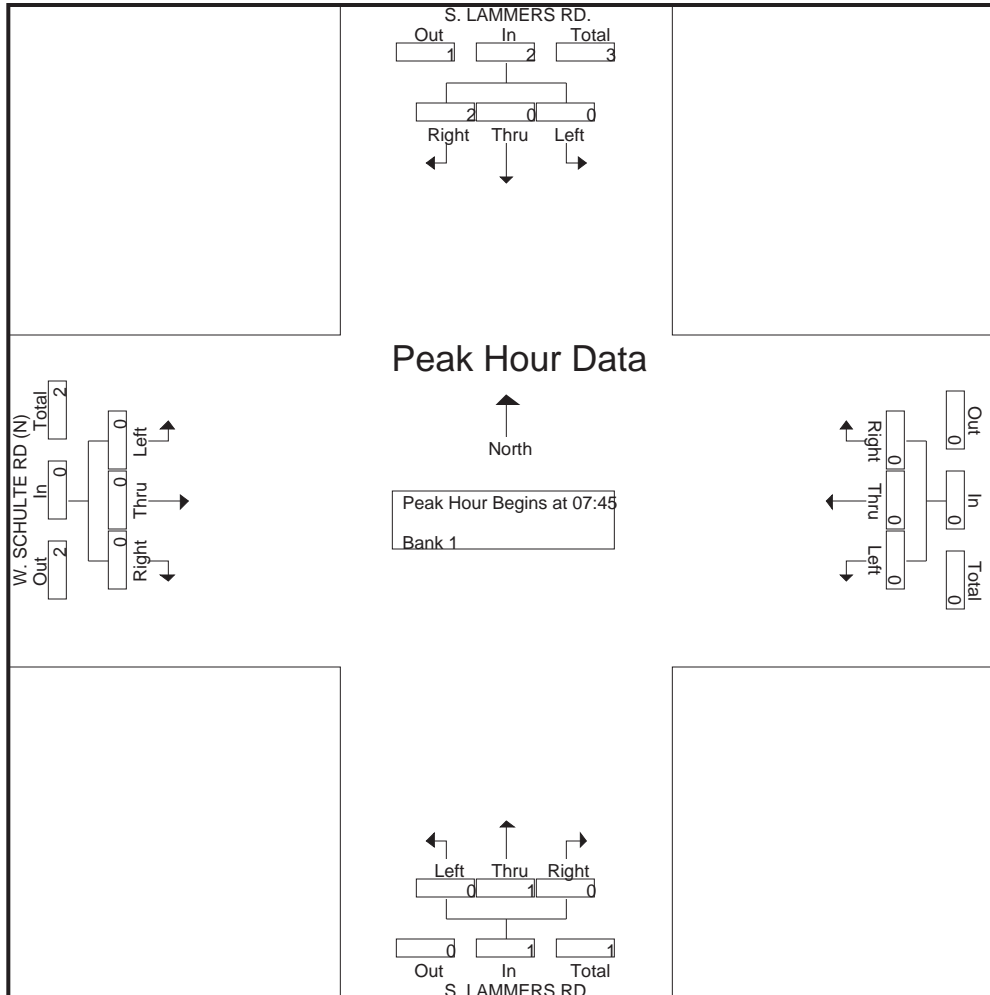
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008N LAMMERS-SCHULTE (N)

Site Code : 00000000

Start Date : 5/5/2011

Page No : 2







# All Traffic Data

(916) 771-8700

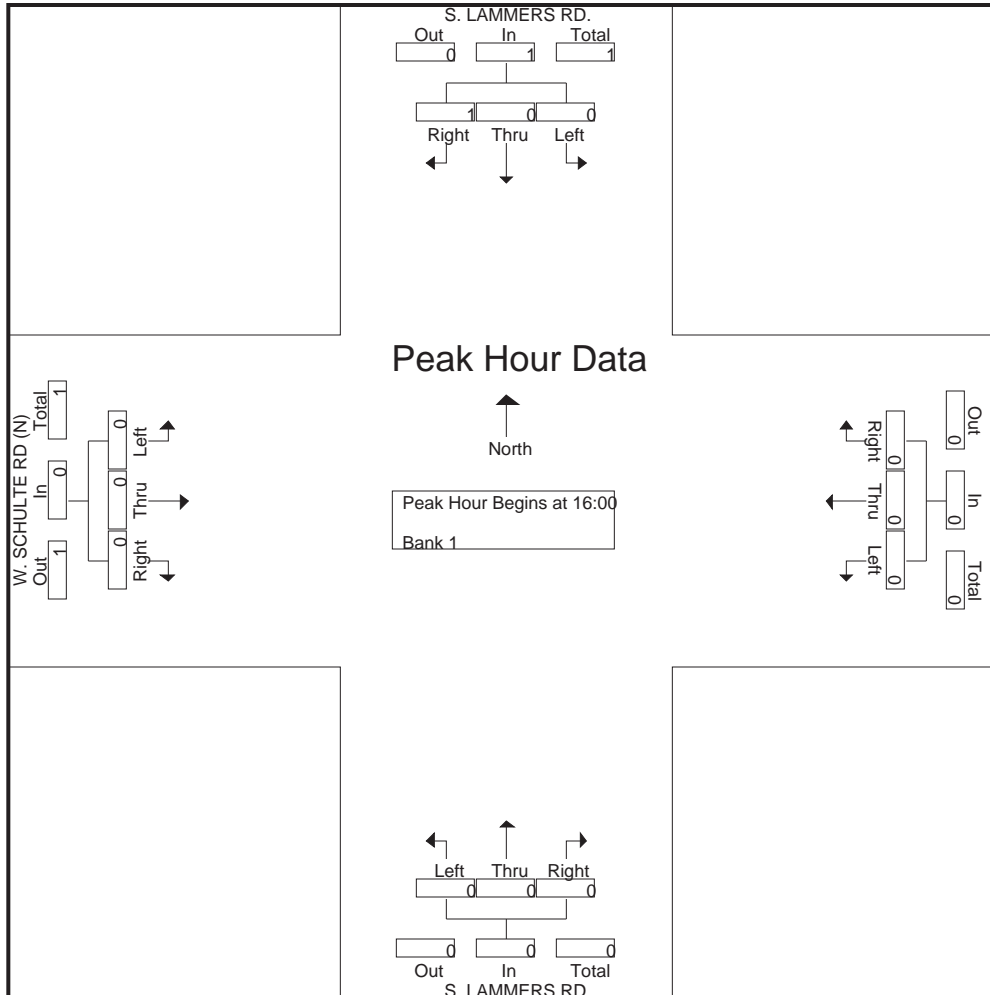
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008N LAMMERS-SCHULTE (N)

Site Code : 00000000

Start Date : 5/5/2011

Page No : 4



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008N LAMMERS-SCHULTE (N)  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted

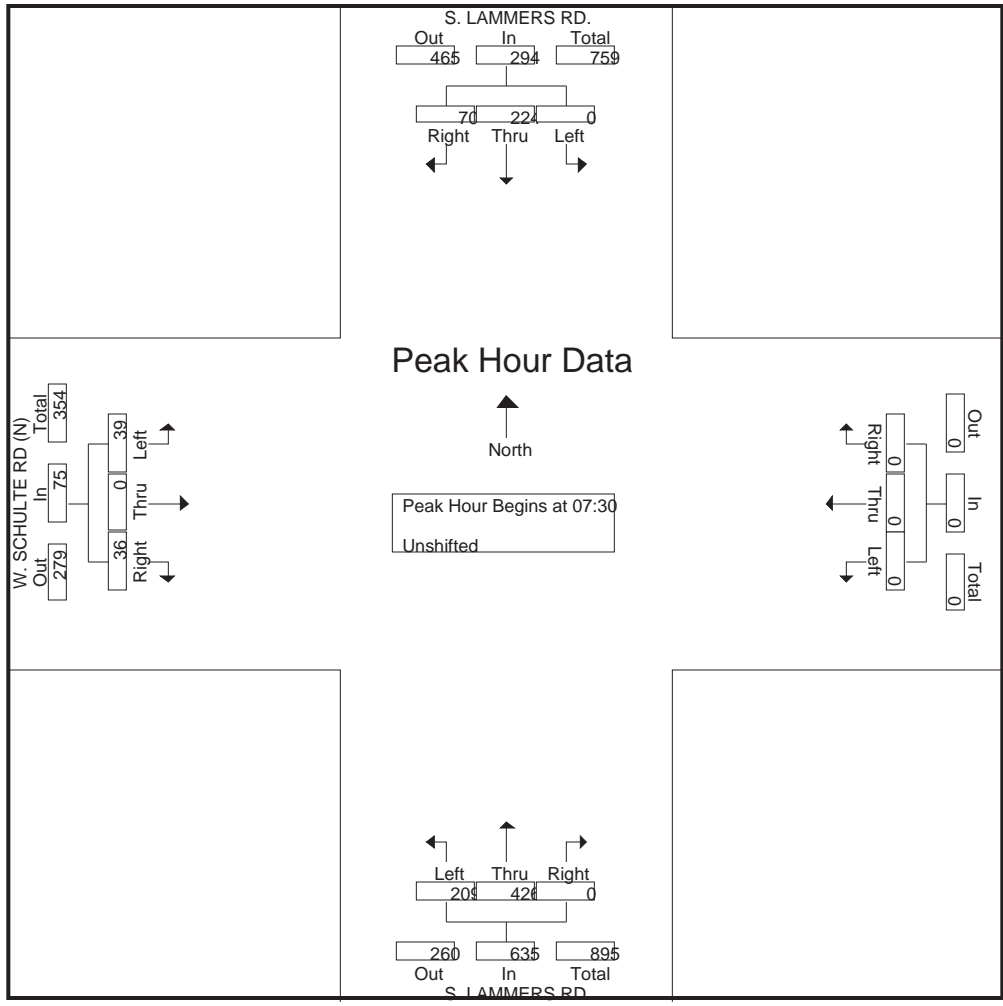
| Start Time  | S. LAMMERS RD.<br>Southbound |      |      |     |            | Westbound |      |       |      |            | S. LAMMERS RD.<br>Northbound |      |       |      |            | W. SCHULTE RD (N)<br>Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------|------|------|-----|------------|-----------|------|-------|------|------------|------------------------------|------|-------|------|------------|--------------------------------|------|-------|------|------------|--------------|--------------|------------|
|             | Left                         | Thr  | Rig  | Ped | App. Total | Left      | Thru | Right | Peds | App. Total | Left                         | Thru | Right | Peds | App. Total | Left                           | Thru | Right | Peds | App. Total |              |              |            |
| 07:00       | 0                            | 8    | 28   | 0   | 36         | 0         | 0    | 0     | 0    | 0          | 95                           | 19   | 0     | 0    | 114        | 24                             | 0    | 4     | 0    | 28         | 0            | 178          | 178        |
| 07:15       | 0                            | 13   | 22   | 0   | 35         | 0         | 0    | 0     | 0    | 0          | 104                          | 15   | 0     | 0    | 119        | 3                              | 0    | 8     | 0    | 11         | 0            | 165          | 165        |
| 07:30       | 0                            | 36   | 21   | 0   | 57         | 0         | 0    | 0     | 0    | 0          | 84                           | 44   | 0     | 0    | 128        | 7                              | 0    | 10    | 0    | 17         | 0            | 202          | 202        |
| 07:45       | 0                            | 47   | 12   | 0   | 59         | 0         | 0    | 0     | 0    | 0          | 54                           | 101  | 0     | 0    | 155        | 5                              | 0    | 11    | 0    | 16         | 0            | 230          | 230        |
| Total       | 0                            | 104  | 83   | 0   | 187        | 0         | 0    | 0     | 0    | 0          | 337                          | 179  | 0     | 0    | 516        | 39                             | 0    | 33    | 0    | 72         | 0            | 775          | 775        |
| 08:00       | 0                            | 65   | 21   | 0   | 86         | 0         | 0    | 0     | 0    | 0          | 29                           | 144  | 0     | 0    | 173        | 18                             | 0    | 11    | 0    | 29         | 0            | 288          | 288        |
| 08:15       | 0                            | 76   | 16   | 0   | 92         | 0         | 0    | 0     | 0    | 0          | 42                           | 137  | 0     | 0    | 179        | 9                              | 0    | 4     | 0    | 13         | 0            | 284          | 284        |
| 08:30       | 0                            | 39   | 6    | 0   | 45         | 0         | 0    | 0     | 0    | 0          | 43                           | 29   | 0     | 0    | 72         | 5                              | 0    | 4     | 0    | 9          | 0            | 126          | 126        |
| 08:45       | 0                            | 29   | 7    | 0   | 36         | 0         | 0    | 0     | 0    | 0          | 41                           | 19   | 0     | 0    | 60         | 0                              | 0    | 8     | 0    | 8          | 0            | 104          | 104        |
| Total       | 0                            | 209  | 50   | 0   | 259        | 0         | 0    | 0     | 0    | 0          | 155                          | 329  | 0     | 0    | 484        | 32                             | 0    | 27    | 0    | 59         | 0            | 802          | 802        |
| 16:00       | 0                            | 59   | 9    | 0   | 68         | 0         | 0    | 0     | 0    | 0          | 17                           | 49   | 0     | 0    | 66         | 21                             | 0    | 41    | 0    | 62         | 0            | 196          | 196        |
| 16:15       | 0                            | 52   | 5    | 0   | 57         | 0         | 0    | 0     | 0    | 0          | 19                           | 41   | 0     | 0    | 60         | 15                             | 0    | 64    | 0    | 79         | 0            | 196          | 196        |
| 16:30       | 0                            | 41   | 9    | 0   | 50         | 0         | 0    | 0     | 0    | 0          | 14                           | 22   | 0     | 0    | 36         | 28                             | 0    | 81    | 0    | 109        | 0            | 195          | 195        |
| 16:45       | 0                            | 50   | 9    | 0   | 59         | 0         | 0    | 0     | 0    | 0          | 17                           | 29   | 0     | 0    | 46         | 18                             | 0    | 81    | 0    | 99         | 0            | 204          | 204        |
| Total       | 0                            | 202  | 32   | 0   | 234        | 0         | 0    | 0     | 0    | 0          | 67                           | 141  | 0     | 0    | 208        | 82                             | 0    | 267   | 0    | 349        | 0            | 791          | 791        |
| 17:00       | 0                            | 53   | 2    | 0   | 55         | 0         | 0    | 0     | 0    | 0          | 20                           | 30   | 0     | 0    | 50         | 17                             | 0    | 72    | 0    | 89         | 0            | 194          | 194        |
| 17:15       | 0                            | 67   | 5    | 0   | 72         | 0         | 0    | 0     | 0    | 0          | 16                           | 38   | 0     | 0    | 54         | 12                             | 0    | 66    | 0    | 78         | 0            | 204          | 204        |
| 17:30       | 0                            | 53   | 8    | 0   | 61         | 0         | 0    | 0     | 0    | 0          | 16                           | 41   | 0     | 0    | 57         | 29                             | 0    | 72    | 0    | 101        | 0            | 219          | 219        |
| 17:45       | 0                            | 48   | 5    | 0   | 53         | 0         | 0    | 0     | 0    | 0          | 20                           | 43   | 0     | 0    | 63         | 23                             | 0    | 65    | 0    | 88         | 0            | 204          | 204        |
| Total       | 0                            | 221  | 20   | 0   | 241        | 0         | 0    | 0     | 0    | 0          | 72                           | 152  | 0     | 0    | 224        | 81                             | 0    | 275   | 0    | 356        | 0            | 821          | 821        |
| Grand Total | 0                            | 736  | 185  | 0   | 921        | 0         | 0    | 0     | 0    | 0          | 631                          | 801  | 0     | 0    | 1432       | 234                            | 0    | 602   | 0    | 836        | 0            | 3189         | 3189       |
| Apprch %    | 0                            | 79.9 | 20.1 |     |            | 0         | 0    | 0     |      |            | 44.1                         | 55.9 | 0     |      |            | 28                             | 0    | 72    |      |            | 0            |              |            |
| Total %     | 0                            | 23.1 | 5.8  |     |            | 0         | 0    | 0     |      |            | 19.8                         | 25.1 | 0     |      |            | 7.3                            | 0    | 18.9  |      |            | 0            | 100          |            |

| Start Time   | S. LAMMERS RD.<br>Southbound |           |           |            | Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |            |       |            | W. SCHULTE RD (N)<br>Eastbound |      |           |            | Int. Total |
|--------------|------------------------------|-----------|-----------|------------|-----------|------|-------|------------|------------------------------|------------|-------|------------|--------------------------------|------|-----------|------------|------------|
|              | Left                         | Thru      | Right     | App. Total | Left      | Thru | Right | App. Total | Left                         | Thru       | Right | App. Total | Left                           | Thru | Right     | App. Total |            |
| 07:30        | 0                            | 36        | <b>21</b> | 57         | 0         | 0    | 0     | 0          | <b>84</b>                    | 44         | 0     | 128        | 7                              | 0    | 10        | 17         | 202        |
| 07:45        | 0                            | 47        | 12        | 59         | 0         | 0    | 0     | 0          | 54                           | 101        | 0     | 155        | 5                              | 0    | <b>11</b> | 16         | 230        |
| 08:00        | 0                            | 65        | 21        | 86         | 0         | 0    | 0     | 0          | 29                           | <b>144</b> | 0     | 173        | <b>18</b>                      | 0    | 11        | <b>29</b>  | <b>288</b> |
| 08:15        | 0                            | <b>76</b> | 16        | <b>92</b>  | 0         | 0    | 0     | 0          | 42                           | 137        | 0     | <b>179</b> | 9                              | 0    | 4         | 13         | 284        |
| Total Volume | 0                            | 224       | 70        | 294        | 0         | 0    | 0     | 0          | 209                          | 426        | 0     | 635        | 39                             | 0    | 36        | 75         | 1004       |

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| % App. Total | 0    | 76.2 | 23.8 |      | 0    | 0    | 0    |      | 32.9 | 67.1 | 0    |      | 52   | 0    | 48   |      |      |
| PHF          | .000 | .737 | .833 | .799 | .000 | .000 | .000 | .000 | .622 | .740 | .000 | .887 | .542 | .000 | .818 | .647 | .872 |



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 16:45

|              |      |           |          |           |      |      |      |      |           |           |      |           |           |      |           |            |            |
|--------------|------|-----------|----------|-----------|------|------|------|------|-----------|-----------|------|-----------|-----------|------|-----------|------------|------------|
| 16:45        | 0    | 50        | <b>9</b> | 59        | 0    | 0    | 0    | 0    | 17        | 29        | 0    | 46        | 18        | 0    | <b>81</b> | 99         | 204        |
| 17:00        | 0    | 53        | 2        | 55        | 0    | 0    | 0    | 0    | <b>20</b> | 30        | 0    | 50        | 17        | 0    | 72        | 89         | 194        |
| 17:15        | 0    | <b>67</b> | 5        | <b>72</b> | 0    | 0    | 0    | 0    | 16        | 38        | 0    | 54        | 12        | 0    | 66        | 78         | 204        |
| 17:30        | 0    | 53        | 8        | 61        | 0    | 0    | 0    | 0    | 16        | <b>41</b> | 0    | <b>57</b> | <b>29</b> | 0    | 72        | <b>101</b> | <b>219</b> |
| Total Volume | 0    | 223       | 24       | 247       | 0    | 0    | 0    | 0    | 69        | 138       | 0    | 207       | 76        | 0    | 291       | 367        | 821        |
| % App. Total | 0    | 90.3      | 9.7      |           | 0    | 0    | 0    |      | 33.3      | 66.7      | 0    |           | 20.7      | 0    | 79.3      |            |            |
| PHF          | .000 | .832      | .667     | .858      | .000 | .000 | .000 | .000 | .863      | .841      | .000 | .908      | .655      | .000 | .898      | .908       | .937       |

# All Traffic Data

(916) 771-8700

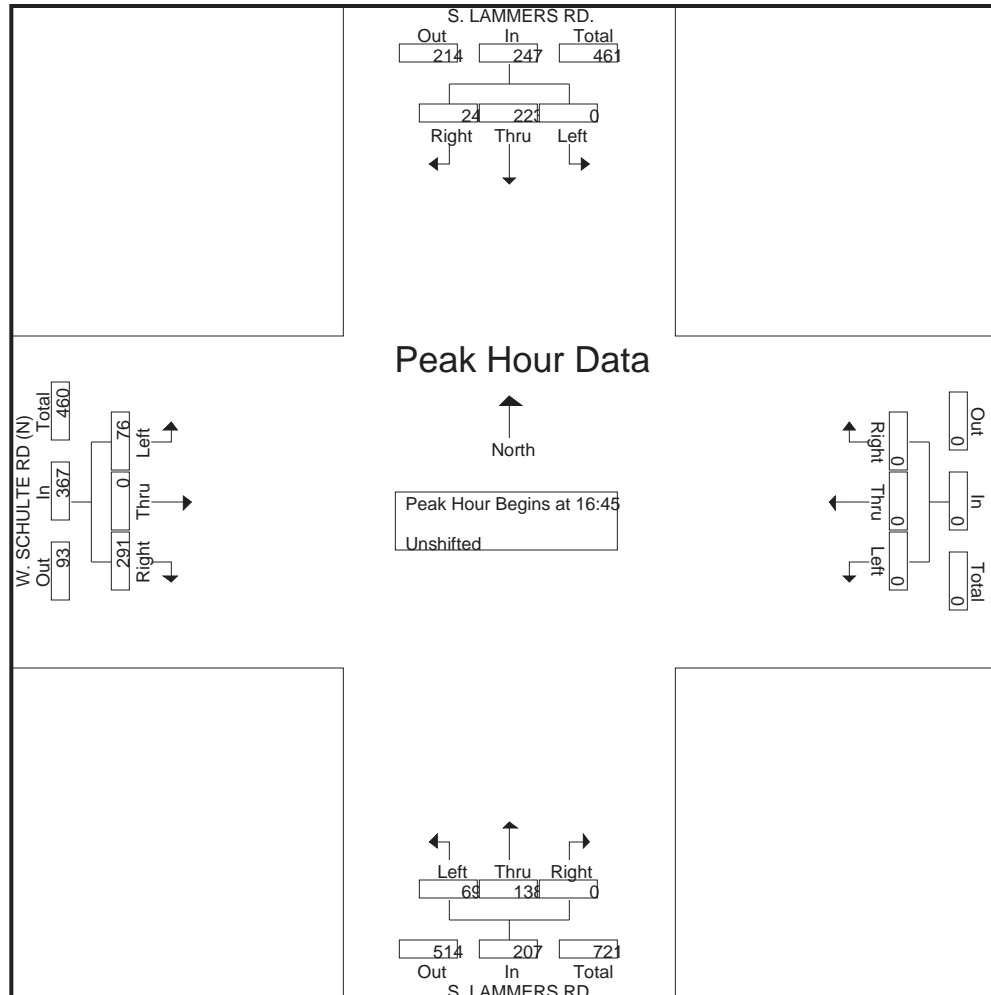
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-008N LAMMERS-SCHULTE (N)

Site Code : 00000000

Start Date : 5/5/2011

Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-007 LAMMERS-11th  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Bank 1

| Start Time  | S. LAMMERS RD.<br>Southbound |      |       |            | W. 11th ST.<br>Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | W. 11th ST.<br>Eastbound |      |       |            | Int. Total |   |
|-------------|------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|---|
|             | Left                         | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                     | Thru | Right | App. Total |            |   |
| 08:15       | 0                            | 0    | 0     | 0          | 0                        | 0    | 1     | 1          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 1 |
| Total       | 0                            | 0    | 0     | 0          | 0                        | 0    | 1     | 1          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 1 |
| Grand Total | 0                            | 0    | 0     | 0          | 0                        | 0    | 1     | 1          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 1 |
| Apprch %    | 0                            | 0    | 0     |            | 0                        | 0    | 100   |            | 0                            | 0    | 0     |            | 0                        | 0    | 0     |            |            |   |
| Total %     | 0                            | 0    | 0     |            | 0                        | 0    | 100   | 100        | 0                            | 0    | 0     |            | 0                        | 0    | 0     |            |            |   |

| Start Time   | S. LAMMERS RD.<br>Southbound |      |       |            | W. 11th ST.<br>Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | W. 11th ST.<br>Eastbound |      |       |            | Int. Total |      |
|--------------|------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|------|
|              | Left                         | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                     | Thru | Right | App. Total |            |      |
| 07:30        | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 0    |
| 07:45        | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 0    |
| 08:00        | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 0    |
| 08:15        | 0                            | 0    | 0     | 0          | 0                        | 0    | 1     | 1          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 1    |
| Total Volume | 0                            | 0    | 0     | 0          | 0                        | 0    | 1     | 1          | 0                            | 0    | 0     | 0          | 0                        | 0    | 0     | 0          | 0          | 1    |
| % App. Total | 0                            | 0    | 0     |            | 0                        | 0    | 100   |            | 0                            | 0    | 0     |            | 0                        | 0    | 0     |            |            |      |
| PHF          | .000                         | .000 | .000  | .000       | .000                     | .000 | .250  | .250       | .000                         | .000 | .000  | .000       | .000                     | .000 | .000  | .000       | .000       | .250 |

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30

# All Traffic Data

(916) 771-8700

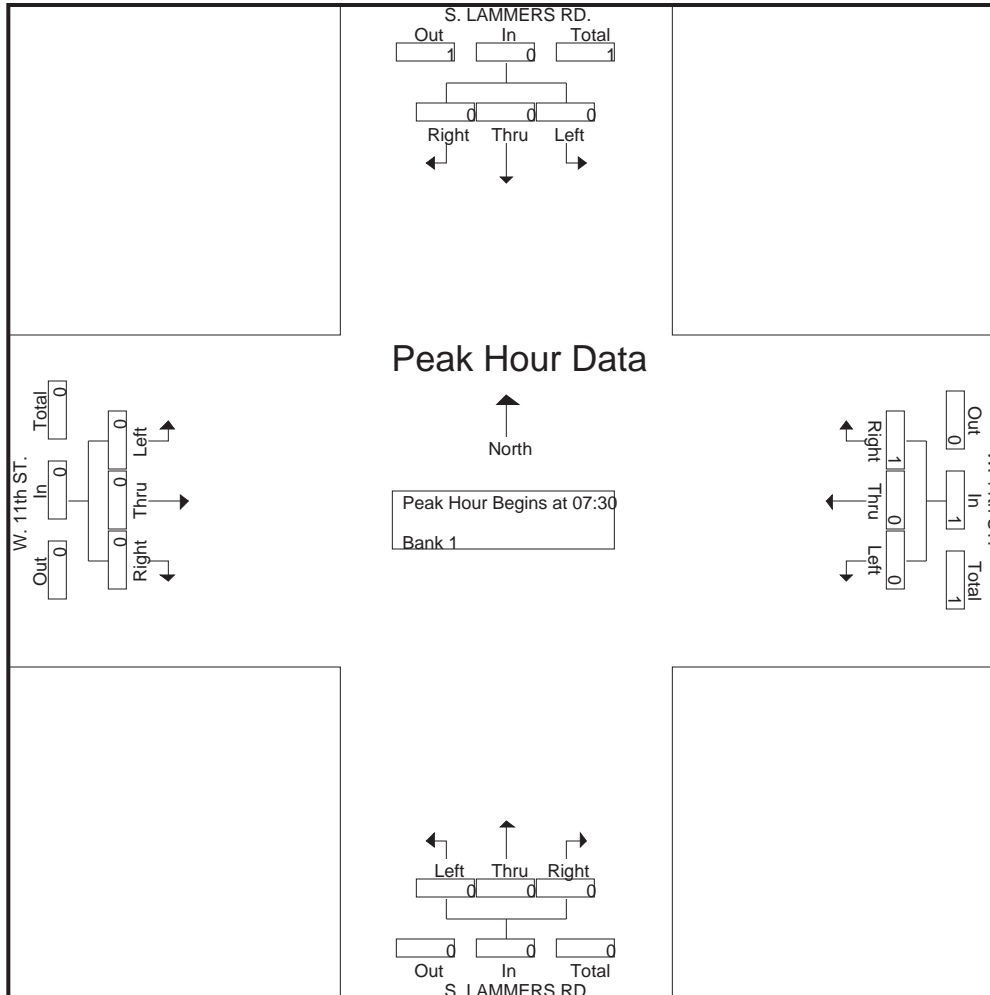
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-007 LAMMERS-11th

Site Code : 00000000

Start Date : 5/5/2011

Page No : 2







# All Traffic Data

(916) 771-8700

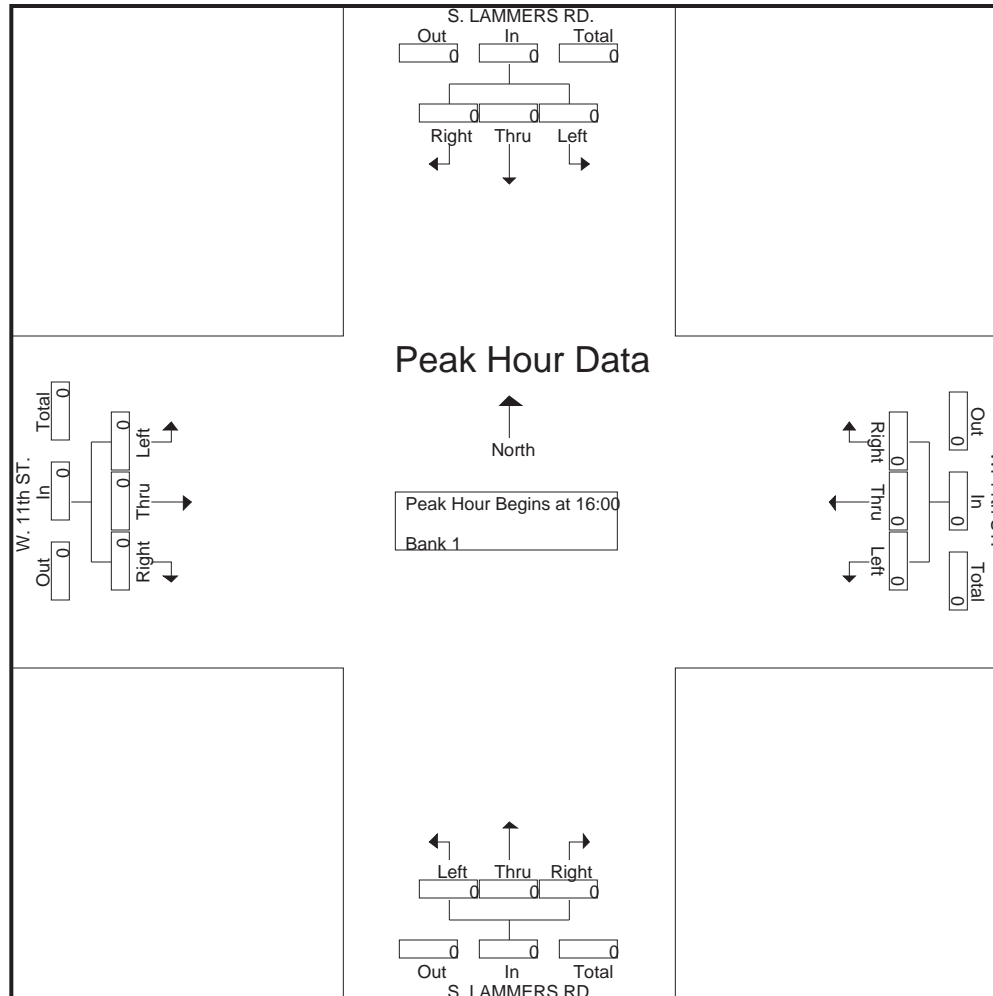
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-007 LAMMERS-11th

Site Code : 00000000

Start Date : 5/5/2011

Page No : 4



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

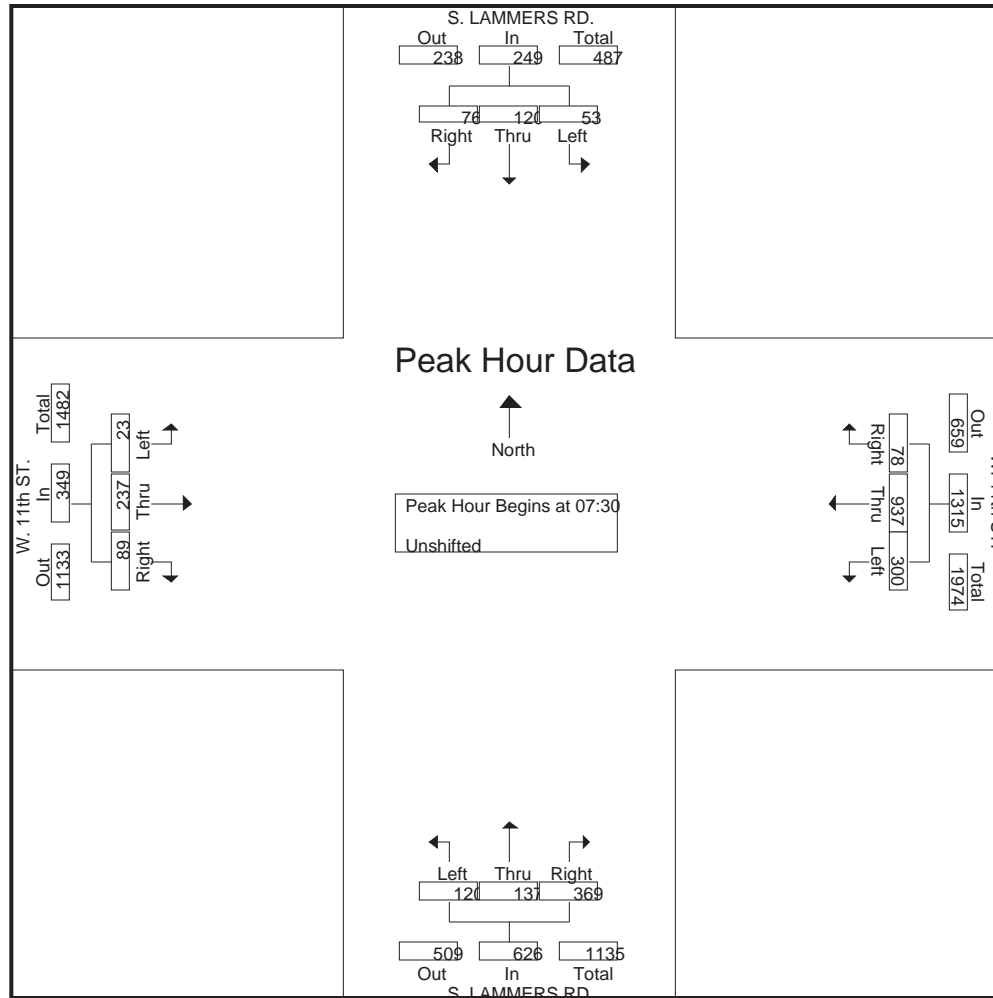
File Name : 11-7198-007 LAMMERS-11th  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted

| Start Time  | S. LAMMERS RD.<br>Southbound |      |      |     |            | W. 11th ST.<br>Westbound |      |       |      |            | S. LAMMERS RD.<br>Northbound |      |       |      |            | W. 11th ST.<br>Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------|------|------|-----|------------|--------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|--------------------------|------|-------|------|------------|--------------|--------------|------------|
|             | Left                         | Thr  | Rig  | Ped | App. Total | Left                     | Thru | Right | Peds | App. Total | Left                         | Thru | Right | Peds | App. Total | Left                     | Thru | Right | Peds | App. Total |              |              |            |
| 07:00       | 2                            | 12   | 27   | 0   | 41         | 19                       | 314  | 6     | 0    | 339        | 13                           | 30   | 26    | 0    | 69         | 4                        | 49   | 4     | 0    | 57         | 0            | 506          | 506        |
| 07:15       | 7                            | 14   | 21   | 0   | 42         | 23                       | 258  | 9     | 2    | 290        | 16                           | 15   | 21    | 0    | 52         | 3                        | 56   | 7     | 0    | 66         | 2            | 450          | 452        |
| 07:30       | 16                           | 23   | 29   | 0   | 68         | 31                       | 257  | 9     | 3    | 297        | 25                           | 18   | 49    | 0    | 92         | 5                        | 67   | 14    | 0    | 86         | 3            | 543          | 546        |
| 07:45       | 14                           | 30   | 20   | 0   | 64         | 67                       | 199  | 25    | 2    | 291        | 14                           | 25   | 51    | 0    | 90         | 6                        | 63   | 18    | 0    | 87         | 2            | 532          | 534        |
| Total       | 39                           | 79   | 97   | 0   | 215        | 140                      | 1028 | 49    | 7    | 1217       | 68                           | 88   | 147   | 0    | 303        | 18                       | 235  | 43    | 0    | 296        | 7            | 2031         | 2038       |
| 08:00       | 13                           | 38   | 12   | 0   | 63         | 107                      | 249  | 23    | 2    | 379        | 34                           | 41   | 115   | 0    | 190        | 5                        | 55   | 30    | 0    | 90         | 2            | 722          | 724        |
| 08:15       | 10                           | 29   | 15   | 0   | 54         | 95                       | 232  | 21    | 7    | 348        | 47                           | 53   | 154   | 0    | 254        | 7                        | 52   | 27    | 0    | 86         | 7            | 742          | 749        |
| 08:30       | 9                            | 11   | 17   | 0   | 37         | 16                       | 231  | 19    | 1    | 266        | 10                           | 17   | 42    | 0    | 69         | 5                        | 67   | 4     | 0    | 76         | 1            | 448          | 449        |
| 08:45       | 8                            | 18   | 17   | 0   | 43         | 12                       | 168  | 17    | 2    | 197        | 16                           | 16   | 12    | 0    | 44         | 3                        | 62   | 8     | 0    | 73         | 2            | 357          | 359        |
| Total       | 40                           | 96   | 61   | 0   | 197        | 230                      | 880  | 80    | 12   | 1190       | 107                          | 127  | 323   | 0    | 557        | 20                       | 236  | 69    | 0    | 325        | 12           | 2269         | 2281       |
| 16:00       | 16                           | 41   | 6    | 0   | 63         | 33                       | 83   | 14    | 0    | 130        | 14                           | 31   | 53    | 0    | 98         | 29                       | 241  | 25    | 0    | 295        | 0            | 586          | 586        |
| 16:15       | 16                           | 30   | 9    | 0   | 55         | 45                       | 83   | 19    | 0    | 147        | 7                            | 31   | 51    | 0    | 89         | 25                       | 264  | 15    | 0    | 304        | 0            | 595          | 595        |
| 16:30       | 16                           | 22   | 4    | 0   | 42         | 25                       | 102  | 23    | 0    | 150        | 8                            | 22   | 34    | 0    | 64         | 29                       | 275  | 20    | 0    | 324        | 0            | 580          | 580        |
| 16:45       | 14                           | 31   | 11   | 0   | 56         | 27                       | 86   | 23    | 0    | 136        | 13                           | 17   | 57    | 0    | 87         | 26                       | 278  | 25    | 0    | 329        | 0            | 608          | 608        |
| Total       | 62                           | 124  | 30   | 0   | 216        | 130                      | 354  | 79    | 0    | 563        | 42                           | 101  | 195   | 0    | 338        | 109                      | 1058 | 85    | 0    | 1252       | 0            | 2369         | 2369       |
| 17:00       | 17                           | 24   | 8    | 0   | 49         | 30                       | 86   | 13    | 0    | 129        | 7                            | 30   | 51    | 0    | 88         | 24                       | 275  | 19    | 0    | 318        | 0            | 584          | 584        |
| 17:15       | 17                           | 46   | 6    | 0   | 69         | 27                       | 127  | 19    | 0    | 173        | 9                            | 32   | 59    | 0    | 100        | 36                       | 297  | 22    | 0    | 355        | 0            | 697          | 697        |
| 17:30       | 23                           | 30   | 4    | 0   | 57         | 29                       | 97   | 14    | 0    | 140        | 14                           | 33   | 29    | 0    | 76         | 39                       | 304  | 29    | 0    | 372        | 0            | 645          | 645        |
| 17:45       | 16                           | 26   | 13   | 0   | 55         | 33                       | 84   | 20    | 3    | 137        | 11                           | 32   | 49    | 0    | 92         | 20                       | 332  | 21    | 0    | 373        | 3            | 657          | 660        |
| Total       | 73                           | 126  | 31   | 0   | 230        | 119                      | 394  | 66    | 3    | 579        | 41                           | 127  | 188   | 0    | 356        | 119                      | 1208 | 91    | 0    | 1418       | 3            | 2583         | 2586       |
| Grand Total | 214                          | 425  | 219  | 0   | 858        | 619                      | 2656 | 274   | 22   | 3549       | 258                          | 443  | 853   | 0    | 1554       | 266                      | 2737 | 288   | 0    | 3291       | 22           | 9252         | 9274       |
| Apprch %    | 24.9                         | 49.5 | 25.5 |     |            | 17.4                     | 74.8 | 7.7   |      |            | 16.6                         | 28.5 | 54.9  |      |            | 8.1                      | 83.2 | 8.8   |      |            |              |              |            |
| Total %     | 2.3                          | 4.6  | 2.4  |     | 9.3        | 6.7                      | 28.7 | 3     |      | 38.4       | 2.8                          | 4.8  | 9.2   |      | 16.8       | 2.9                      | 29.6 | 3.1   |      | 35.6       | 0.2          | 99.8         |            |

| Start Time   | S. LAMMERS RD.<br>Southbound |      |       |            | W. 11th ST.<br>Westbound |      |       |            | S. LAMMERS RD.<br>Northbound |      |       |            | W. 11th ST.<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                     | Thru | Right | App. Total |            |
| Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1 |                              |      |       |            |                          |      |       |            |                              |      |       |            |                          |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30    |                              |      |       |            |                          |      |       |            |                              |      |       |            |                          |      |       |            |            |
| 07:30  | 16                           | 23   | 29    | 68         | 31                       | 257  | 9     | 297        | 25                           | 18   | 49    | 92         | 5                        | 67   | 14    | 86         | 543        |
| 07:45  | 14                           | 30   | 20    | 64         | 67                       | 199  | 25    | 291        | 14                           | 25   | 51    | 90         | 6                        | 63   | 18    | 87         | 532        |
| 08:00  | 13                           | 38   | 12    | 63         | 107                      | 249  | 23    | 379        | 34                           | 41   | 115   | 190        | 5                        | 55   | 30    | 90         | 722        |
| 08:15  | 10                           | 29   | 15    | 54         | 95                       | 232  | 21    | 348        | 47                           | 53   | 154   | 254        | 7                        | 52   | 27    | 86         | 742        |
| Total Volume   | 53                           | 120  | 76    | 249        | 300                      | 937  | 78    | 1315       | 120                          | 137  | 369   | 626        | 23                       | 237  | 89    | 349        | 2539       |

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| % App. Total | 21.3 | 48.2 | 30.5 |      | 22.8 | 71.3 | 5.9  |      | 19.2 | 21.9 | 58.9 |      | 6.6  | 67.9 | 25.5 |      |      |
| PHF          | .828 | .789 | .655 | .915 | .701 | .911 | .780 | .867 | .638 | .646 | .599 | .616 | .821 | .884 | .742 | .969 | .855 |



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 17:00

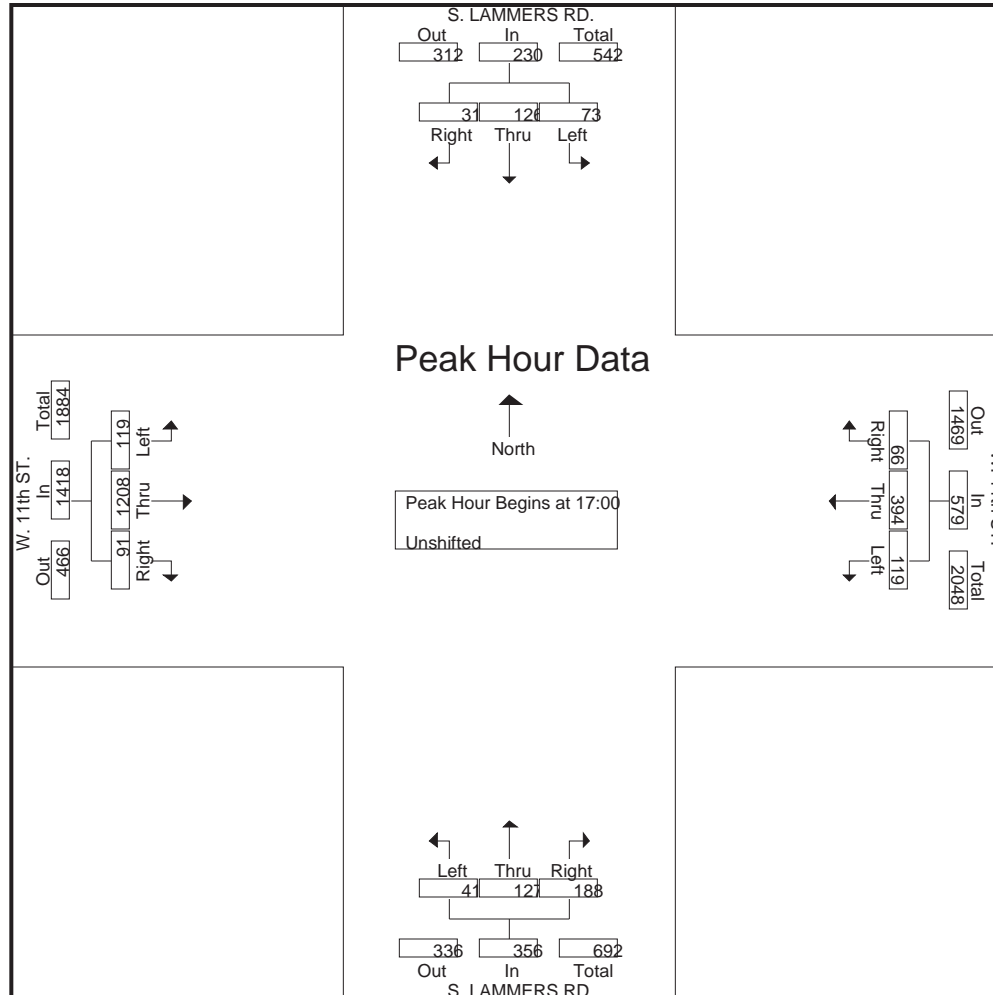
|              |           |           |           |           |           |            |           |            |           |           |           |            |           |            |           |            |            |
|--------------|-----------|-----------|-----------|-----------|-----------|------------|-----------|------------|-----------|-----------|-----------|------------|-----------|------------|-----------|------------|------------|
| 17:00        | 17        | 24        | 8         | 49        | 30        | 86         | 13        | 129        | 7         | 30        | 51        | 88         | 24        | 275        | 19        | 318        | 584        |
| 17:15        | 17        | <b>46</b> | 6         | <b>69</b> | 27        | <b>127</b> | 19        | <b>173</b> | 9         | 32        | <b>59</b> | <b>100</b> | 36        | 297        | 22        | 355        | <b>697</b> |
| 17:30        | <b>23</b> | 30        | 4         | 57        | 29        | 97         | 14        | 140        | <b>14</b> | <b>33</b> | 29        | 76         | <b>39</b> | 304        | <b>29</b> | 372        | 645        |
| 17:45        | 16        | 26        | <b>13</b> | 55        | <b>33</b> | 84         | <b>20</b> | 137        | 11        | 32        | 49        | 92         | 20        | <b>332</b> | 21        | <b>373</b> | 657        |
| Total Volume | 73        | 126       | 31        | 230       | 119       | 394        | 66        | 579        | 41        | 127       | 188       | 356        | 119       | 1208       | 91        | 1418       | 2583       |
| % App. Total | 31.7      | 54.8      | 13.5      |           | 20.6      | 68         | 11.4      |            | 11.5      | 35.7      | 52.8      |            | 8.4       | 85.2       | 6.4       |            |            |
| PHF          | .793      | .685      | .596      | .833      | .902      | .776       | .825      | .837       | .732      | .962      | .797      | .890       | .763      | .910       | .784      | .950       | .926       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-007 LAMMERS-11th  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 3





# All Traffic Data

(916) 771-8700

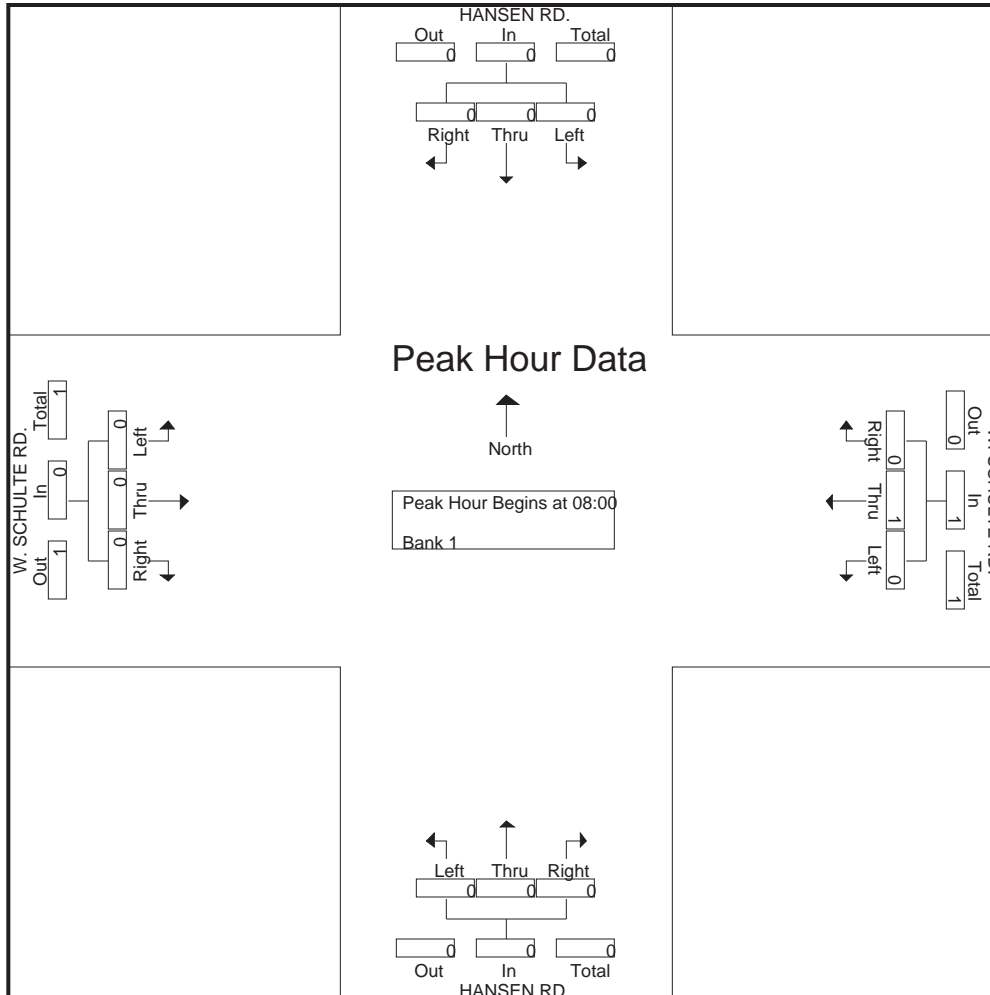
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-006 HANSEN-SCHULTE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 2





# All Traffic Data

(916) 771-8700

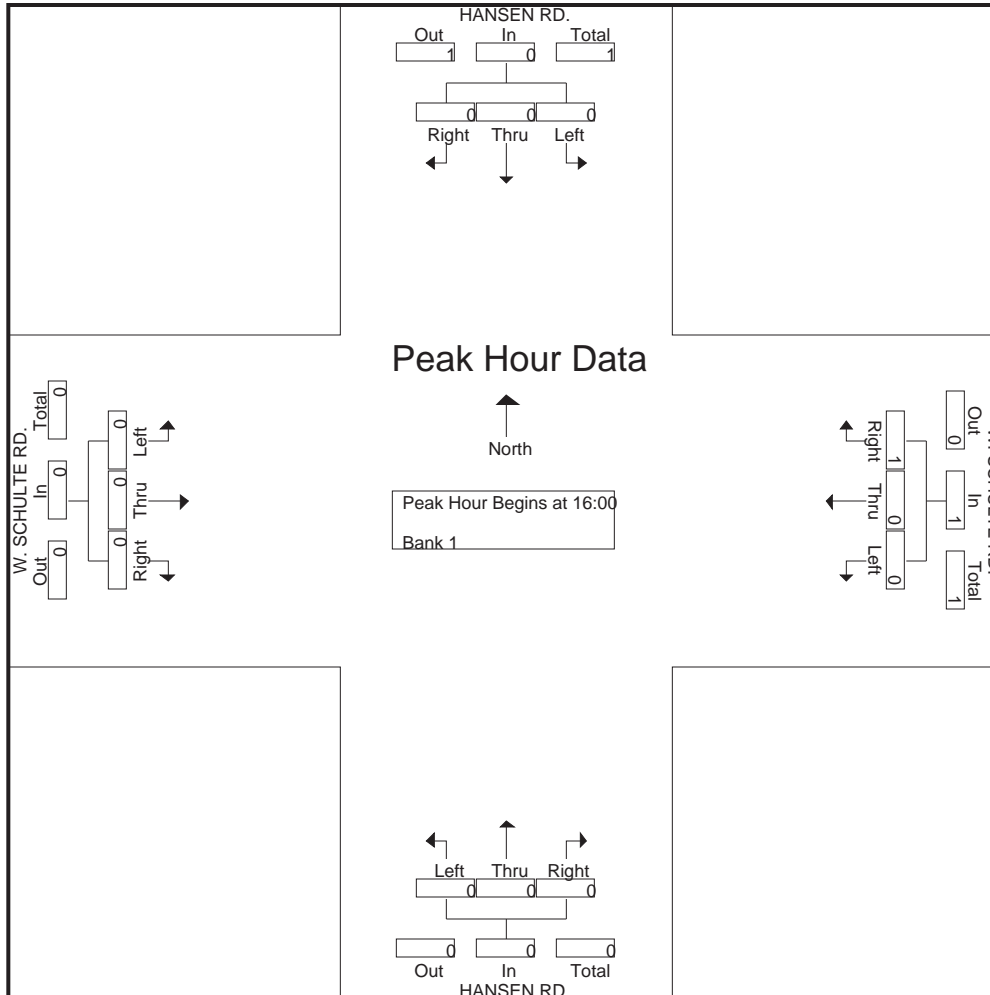
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-006 HANSEN-SCHULTE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 4





# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-006 HANSEN-SCHULTE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted

| Start Time         | HANSEN RD. Southbound |             |             |          |            | W. SCHULTE RD. Westbound |             |             |          |             | HANSEN RD. Northbound |             |             |          |             | W. SCHULTE RD. Eastbound |             |             |          |             | Exclu. Total | Inclu. Total | Int. Total  |
|--------------------|-----------------------|-------------|-------------|----------|------------|--------------------------|-------------|-------------|----------|-------------|-----------------------|-------------|-------------|----------|-------------|--------------------------|-------------|-------------|----------|-------------|--------------|--------------|-------------|
|                    | Left                  | Thr         | Rig         | Ped      | App. Total | Left                     | Thru        | Right       | Peds     | App. Total  | Left                  | Thru        | Right       | Peds     | App. Total  | Left                     | Thru        | Right       | Peds     | App. Total  |              |              |             |
| 07:00              | 0                     | 2           | 3           | 0        | 5          | 1                        | 111         | 2           | 0        | 114         | 6                     | 0           | 0           | 0        | 6           | 1                        | 9           | 5           | 0        | 15          | 0            | 140          | 140         |
| 07:15              | 2                     | 0           | 3           | 0        | 5          | 2                        | 110         | 11          | 0        | 123         | 4                     | 2           | 3           | 0        | 9           | 1                        | 13          | 1           | 0        | 15          | 0            | 152          | 152         |
| 07:30              | 5                     | 0           | 2           | 0        | 7          | 1                        | 98          | 8           | 0        | 107         | 0                     | 0           | 1           | 0        | 1           | 0                        | 11          | 2           | 0        | 13          | 0            | 128          | 128         |
| 07:45              | 7                     | 1           | 6           | 0        | 14         | 0                        | 64          | 16          | 0        | 80          | 11                    | 2           | 1           | 0        | 14          | 1                        | 14          | 4           | 0        | 19          | 0            | 127          | 127         |
| <b>Total</b>       | <b>14</b>             | <b>3</b>    | <b>14</b>   | <b>0</b> | <b>31</b>  | <b>4</b>                 | <b>383</b>  | <b>37</b>   | <b>0</b> | <b>424</b>  | <b>21</b>             | <b>4</b>    | <b>5</b>    | <b>0</b> | <b>30</b>   | <b>3</b>                 | <b>47</b>   | <b>12</b>   | <b>0</b> | <b>62</b>   | <b>0</b>     | <b>547</b>   | <b>547</b>  |
| 08:00              | 15                    | 1           | 1           | 0        | 17         | 1                        | 44          | 6           | 0        | 51          | 6                     | 1           | 4           | 0        | 11          | 1                        | 13          | 5           | 0        | 19          | 0            | 98           | 98          |
| 08:15              | 7                     | 0           | 4           | 0        | 11         | 0                        | 49          | 4           | 0        | 53          | 7                     | 0           | 1           | 0        | 8           | 1                        | 16          | 4           | 0        | 21          | 0            | 93           | 93          |
| 08:30              | 3                     | 1           | 4           | 0        | 8          | 2                        | 52          | 3           | 0        | 57          | 10                    | 1           | 2           | 0        | 13          | 2                        | 10          | 3           | 0        | 15          | 0            | 93           | 93          |
| 08:45              | 0                     | 0           | 2           | 0        | 2          | 1                        | 44          | 4           | 0        | 49          | 8                     | 1           | 0           | 0        | 9           | 1                        | 13          | 6           | 0        | 20          | 0            | 80           | 80          |
| <b>Total</b>       | <b>25</b>             | <b>2</b>    | <b>11</b>   | <b>0</b> | <b>38</b>  | <b>4</b>                 | <b>189</b>  | <b>17</b>   | <b>0</b> | <b>210</b>  | <b>31</b>             | <b>3</b>    | <b>7</b>    | <b>0</b> | <b>41</b>   | <b>5</b>                 | <b>52</b>   | <b>18</b>   | <b>0</b> | <b>75</b>   | <b>0</b>     | <b>364</b>   | <b>364</b>  |
| 16:00              | 3                     | 0           | 2           | 0        | 5          | 3                        | 18          | 1           | 0        | 22          | 5                     | 1           | 5           | 0        | 11          | 1                        | 46          | 7           | 0        | 54          | 0            | 92           | 92          |
| 16:15              | 2                     | 1           | 4           | 0        | 7          | 4                        | 22          | 3           | 0        | 29          | 6                     | 1           | 0           | 0        | 7           | 5                        | 66          | 12          | 0        | 83          | 0            | 126          | 126         |
| 16:30              | 5                     | 8           | 3           | 0        | 16         | 2                        | 18          | 6           | 0        | 26          | 47                    | 12          | 12          | 0        | 71          | 4                        | 98          | 15          | 0        | 117         | 0            | 230          | 230         |
| 16:45              | 3                     | 2           | 2           | 0        | 7          | 3                        | 20          | 6           | 0        | 29          | 15                    | 1           | 2           | 0        | 18          | 4                        | 82          | 12          | 0        | 98          | 0            | 152          | 152         |
| <b>Total</b>       | <b>13</b>             | <b>11</b>   | <b>11</b>   | <b>0</b> | <b>35</b>  | <b>12</b>                | <b>78</b>   | <b>16</b>   | <b>0</b> | <b>106</b>  | <b>73</b>             | <b>15</b>   | <b>19</b>   | <b>0</b> | <b>107</b>  | <b>14</b>                | <b>292</b>  | <b>46</b>   | <b>0</b> | <b>352</b>  | <b>0</b>     | <b>600</b>   | <b>600</b>  |
| 17:00              | 3                     | 1           | 0           | 0        | 4          | 3                        | 19          | 3           | 0        | 25          | 15                    | 6           | 1           | 0        | 22          | 3                        | 73          | 9           | 0        | 85          | 0            | 136          | 136         |
| 17:15              | 7                     | 5           | 0           | 0        | 12         | 0                        | 27          | 8           | 0        | 35          | 4                     | 0           | 1           | 0        | 5           | 1                        | 83          | 6           | 0        | 90          | 0            | 142          | 142         |
| 17:30              | 2                     | 1           | 2           | 0        | 5          | 0                        | 19          | 4           | 0        | 23          | 3                     | 1           | 2           | 0        | 6           | 2                        | 84          | 3           | 0        | 89          | 0            | 123          | 123         |
| 17:45              | 1                     | 1           | 1           | 0        | 3          | 2                        | 19          | 3           | 0        | 24          | 2                     | 0           | 2           | 0        | 4           | 1                        | 58          | 3           | 0        | 62          | 0            | 93           | 93          |
| <b>Total</b>       | <b>13</b>             | <b>8</b>    | <b>3</b>    | <b>0</b> | <b>24</b>  | <b>5</b>                 | <b>84</b>   | <b>18</b>   | <b>0</b> | <b>107</b>  | <b>24</b>             | <b>7</b>    | <b>6</b>    | <b>0</b> | <b>37</b>   | <b>7</b>                 | <b>298</b>  | <b>21</b>   | <b>0</b> | <b>326</b>  | <b>0</b>     | <b>494</b>   | <b>494</b>  |
| <b>Grand Total</b> | <b>65</b>             | <b>24</b>   | <b>39</b>   | <b>0</b> | <b>128</b> | <b>25</b>                | <b>734</b>  | <b>88</b>   | <b>0</b> | <b>847</b>  | <b>149</b>            | <b>29</b>   | <b>37</b>   | <b>0</b> | <b>215</b>  | <b>29</b>                | <b>689</b>  | <b>97</b>   | <b>0</b> | <b>815</b>  | <b>0</b>     | <b>2005</b>  | <b>2005</b> |
| <b>Apprch %</b>    | <b>50.8</b>           | <b>18.8</b> | <b>30.5</b> |          |            | <b>3</b>                 | <b>86.7</b> | <b>10.4</b> |          |             | <b>69.3</b>           | <b>13.5</b> | <b>17.2</b> |          |             | <b>3.6</b>               | <b>84.5</b> | <b>11.9</b> |          |             |              |              |             |
| <b>Total %</b>     | <b>3.2</b>            | <b>1.2</b>  | <b>1.9</b>  |          | <b>6.4</b> | <b>1.2</b>               | <b>36.6</b> | <b>4.4</b>  |          | <b>42.2</b> | <b>7.4</b>            | <b>1.4</b>  | <b>1.8</b>  |          | <b>10.7</b> | <b>1.4</b>               | <b>34.4</b> | <b>4.8</b>  |          | <b>40.6</b> | <b>0</b>     | <b>100</b>   |             |

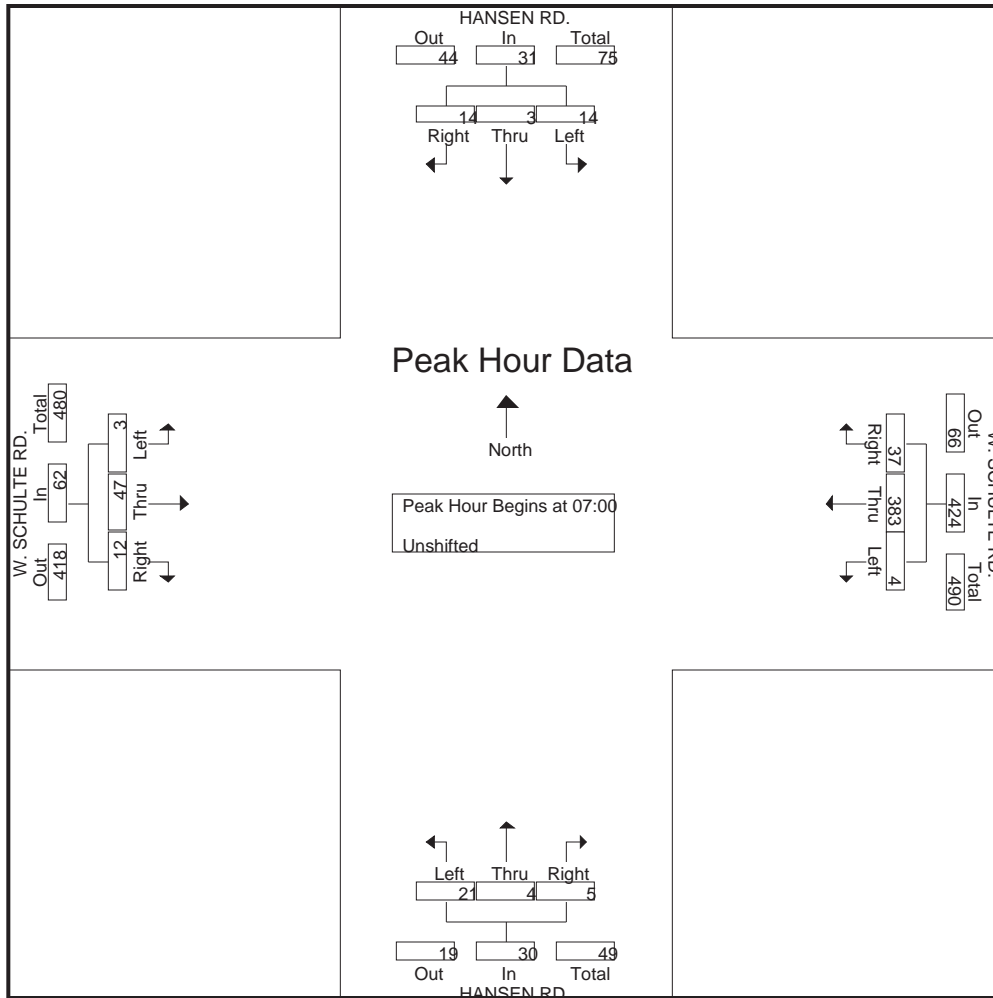
| Start Time | HANSEN RD. Southbound |      |       |            | W. SCHULTE RD. Westbound |      |       |            | HANSEN RD. Northbound |      |       |            | W. SCHULTE RD. Eastbound |      |       |            | Int. Total |
|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|-----------------------|------|-------|------------|--------------------------|------|-------|------------|------------|
|            | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total | Left                  | Thru | Right | App. Total | Left                     | Thru | Right | App. Total |            |

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00

|                     |           |          |           |           |          |            |           |            |           |          |          |           |          |           |           |           |            |
|---------------------|-----------|----------|-----------|-----------|----------|------------|-----------|------------|-----------|----------|----------|-----------|----------|-----------|-----------|-----------|------------|
| 07:00               | 0         | <b>2</b> | 3         | 5         | 1        | <b>111</b> | 2         | 114        | 6         | 0        | 0        | 6         | <b>1</b> | 9         | <b>5</b>  | 15        | 140        |
| 07:15               | 2         | 0        | 3         | 5         | <b>2</b> | 110        | 11        | <b>123</b> | 4         | <b>2</b> | <b>3</b> | 9         | 1        | 13        | 1         | 15        | <b>152</b> |
| 07:30               | 5         | 0        | 2         | 7         | 1        | 98         | 8         | 107        | 0         | 0        | 1        | 1         | 0        | 11        | 2         | 13        | 128        |
| 07:45               | <b>7</b>  | 1        | <b>6</b>  | <b>14</b> | 0        | 64         | <b>16</b> | 80         | <b>11</b> | 2        | 1        | <b>14</b> | 1        | <b>14</b> | 4         | <b>19</b> | 127        |
| <b>Total Volume</b> | <b>14</b> | <b>3</b> | <b>14</b> | <b>31</b> | <b>4</b> | <b>383</b> | <b>37</b> | <b>424</b> | <b>21</b> | <b>4</b> | <b>5</b> | <b>30</b> | <b>3</b> | <b>47</b> | <b>12</b> | <b>62</b> | <b>547</b> |

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| % App. Total | 45.2 | 9.7  | 45.2 |      | 0.9  | 90.3 | 8.7  |      | 70   | 13.3 | 16.7 |      | 4.8  | 75.8 | 19.4 |      |      |
| PHF          | .500 | .375 | .583 | .554 | .500 | .863 | .578 | .862 | .477 | .500 | .417 | .536 | .750 | .839 | .600 | .816 | .900 |



Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 16:30

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 16:30        | 5    | 8    | 3    | 16   | 2    | 18   | 6    | 26   | 47   | 12   | 12   | 71   | 4    | 98   | 15   | 117  | 230  |
| 16:45        | 3    | 2    | 2    | 7    | 3    | 20   | 6    | 29   | 15   | 1    | 2    | 18   | 4    | 82   | 12   | 98   | 152  |
| 17:00        | 3    | 1    | 0    | 4    | 3    | 19   | 3    | 25   | 15   | 6    | 1    | 22   | 3    | 73   | 9    | 85   | 136  |
| 17:15        | 7    | 5    | 0    | 12   | 0    | 27   | 8    | 35   | 4    | 0    | 1    | 5    | 1    | 83   | 6    | 90   | 142  |
| Total Volume | 18   | 16   | 5    | 39   | 8    | 84   | 23   | 115  | 81   | 19   | 16   | 116  | 12   | 336  | 42   | 390  | 660  |
| % App. Total | 46.2 | 41   | 12.8 |      | 7    | 73   | 20   |      | 69.8 | 16.4 | 13.8 |      | 3.1  | 86.2 | 10.8 |      |      |
| PHF          | .643 | .500 | .417 | .609 | .667 | .778 | .719 | .821 | .431 | .396 | .333 | .408 | .750 | .857 | .700 | .833 | .717 |

# All Traffic Data

(916) 771-8700

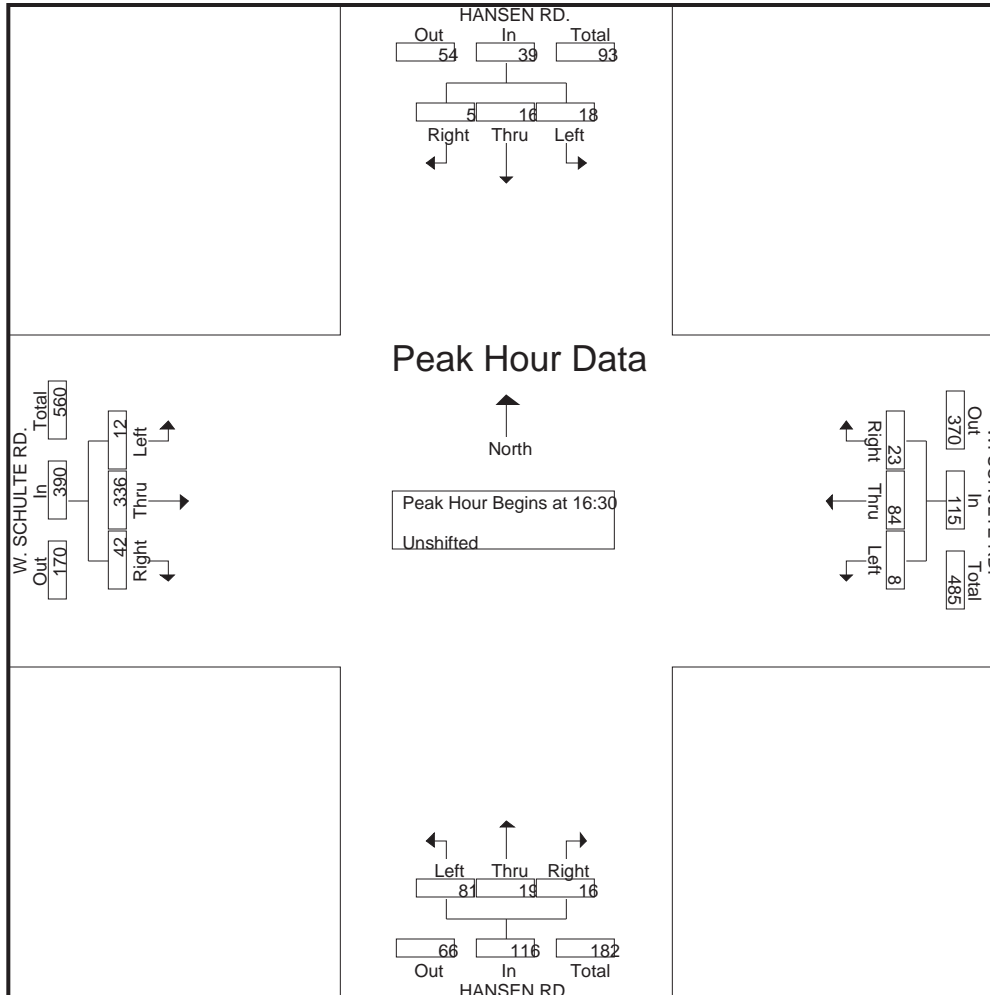
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-006 HANSEN-SCHULTE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Bank 2

| Start Time | I-580 SB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |    |
|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|----|
|            | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |    |
| 06:00      | 10                           | 0    | 0     | 10         | 2                                 | 2    | 0     | 4          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          | 14 |
| 06:15      | 3                            | 0    | 1     | 4          | 9                                 | 2    | 0     | 11         | 0                            | 0    | 0     | 0          | 0                                 | 2    | 0     | 0          | 2          | 17 |
| 06:30      | 4                            | 0    | 0     | 4          | 6                                 | 0    | 0     | 6          | 0                            | 0    | 0     | 0          | 0                                 | 3    | 0     | 0          | 3          | 13 |
| 06:45      | 5                            | 0    | 1     | 6          | 5                                 | 3    | 0     | 8          | 0                            | 0    | 0     | 0          | 0                                 | 2    | 0     | 0          | 2          | 16 |
| Total      | 22                           | 0    | 2     | 24         | 22                                | 7    | 0     | 29         | 0                            | 0    | 0     | 0          | 0                                 | 7    | 0     | 0          | 7          | 60 |
| 07:00      | 10                           | 0    | 0     | 10         | 6                                 | 1    | 0     | 7          | 0                            | 0    | 0     | 0          | 0                                 | 1    | 1     | 0          | 2          | 19 |
| 07:15      | 13                           | 1    | 0     | 14         | 7                                 | 1    | 0     | 8          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          | 22 |
| 07:30      | 9                            | 0    | 1     | 10         | 9                                 | 1    | 0     | 10         | 0                            | 0    | 0     | 0          | 0                                 | 1    | 1     | 0          | 2          | 22 |
| 07:45      | 7                            | 0    | 1     | 8          | 5                                 | 1    | 0     | 6          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 1     | 0          | 1          | 15 |
| Total      | 39                           | 1    | 2     | 42         | 27                                | 4    | 0     | 31         | 0                            | 0    | 0     | 0          | 0                                 | 2    | 3     | 0          | 5          | 78 |
| 08:00      | 8                            | 0    | 0     | 8          | 8                                 | 1    | 0     | 9          | 0                            | 0    | 0     | 0          | 0                                 | 3    | 1     | 0          | 4          | 21 |
| 08:15      | 7                            | 0    | 0     | 7          | 10                                | 0    | 0     | 10         | 0                            | 0    | 0     | 0          | 0                                 | 2    | 0     | 0          | 2          | 19 |
| 08:30      | 5                            | 0    | 0     | 5          | 9                                 | 4    | 0     | 13         | 0                            | 0    | 0     | 0          | 0                                 | 1    | 0     | 0          | 1          | 19 |
| 08:45      | 10                           | 0    | 1     | 11         | 11                                | 1    | 0     | 12         | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          | 23 |
| Total      | 30                           | 0    | 1     | 31         | 38                                | 6    | 0     | 44         | 0                            | 0    | 0     | 0          | 0                                 | 6    | 1     | 0          | 7          | 82 |
| 15:00      | 8                            | 3    | 0     | 11         | 6                                 | 1    | 0     | 7          | 0                            | 0    | 0     | 0          | 0                                 | 2    | 2     | 0          | 4          | 22 |
| 15:15      | 7                            | 0    | 0     | 7          | 6                                 | 2    | 0     | 8          | 0                            | 0    | 0     | 0          | 0                                 | 1    | 0     | 0          | 1          | 16 |
| 15:30      | 8                            | 2    | 0     | 10         | 4                                 | 0    | 0     | 4          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          | 14 |
| 15:45      | 8                            | 1    | 0     | 9          | 7                                 | 1    | 0     | 8          | 0                            | 0    | 0     | 0          | 0                                 | 2    | 0     | 0          | 2          | 19 |
| Total      | 31                           | 6    | 0     | 37         | 23                                | 4    | 0     | 27         | 0                            | 0    | 0     | 0          | 0                                 | 5    | 2     | 0          | 7          | 71 |
| 16:00      | 3                            | 1    | 0     | 4          | 6                                 | 2    | 0     | 8          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          | 12 |
| 16:15      | 10                           | 0    | 0     | 10         | 4                                 | 0    | 0     | 4          | 0                            | 0    | 0     | 0          | 0                                 | 1    | 1     | 0          | 2          | 16 |
| 16:30      | 2                            | 0    | 0     | 2          | 6                                 | 0    | 0     | 6          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 1     | 0          | 1          | 9  |
| 16:45      | 7                            | 1    | 0     | 8          | 2                                 | 0    | 0     | 2          | 0                            | 0    | 0     | 0          | 0                                 | 1    | 0     | 0          | 1          | 11 |
| Total      | 22                           | 2    | 0     | 24         | 18                                | 2    | 0     | 20         | 0                            | 0    | 0     | 0          | 0                                 | 2    | 2     | 0          | 4          | 48 |
| 17:00      | 6                            | 0    | 0     | 6          | 5                                 | 0    | 0     | 5          | 0                            | 0    | 0     | 0          | 0                                 | 1    | 0     | 0          | 1          | 12 |
| 17:15      | 5                            | 0    | 0     | 5          | 0                                 | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          | 5  |
| 17:30      | 3                            | 0    | 0     | 3          | 4                                 | 0    | 0     | 4          | 0                            | 0    | 0     | 0          | 0                                 | 1    | 0     | 0          | 1          | 8  |
| 17:45      | 5                            | 0    | 0     | 5          | 3                                 | 0    | 0     | 3          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          | 8  |
| Total      | 19                           | 0    | 0     | 19         | 12                                | 0    | 0     | 12         | 0                            | 0    | 0     | 0          | 0                                 | 2    | 0     | 0          | 2          | 33 |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 2

## Groups Printed- Bank 2

|             | I-580 SB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|             | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Grand Total | 163                          | 9    | 5     | 177        | 140                               | 23   | 0     | 163        | 0                            | 0    | 0     | 0          | 0                                 | 24   | 8     | 32         | 372        |
| Apprch %    | 92.1                         | 5.1  | 2.8   |            | 85.9                              | 14.1 | 0     |            | 0                            | 0    | 0     |            | 0                                 | 75   | 25    |            |            |
| Total %     | 43.8                         | 2.4  | 1.3   | 47.6       | 37.6                              | 6.2  | 0     | 43.8       | 0                            | 0    | 0     | 0          | 0                                 | 6.5  | 2.2   | 8.6        |            |

| Start Time   | I-580 SB RAMPS<br>Southbound |      |          |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------|------|----------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|  | Left                         | Thru | Right    | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                              |      |          |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00    |                              |      |          |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| 08:00  | 8                            | 0    | 0        | 8          | 8                                 | 1    | 0     | 9          | 0                            | 0    | 0     | 0          | 0                                 | 3    | 1     | 4          | 21         |
| 08:15  | 7                            | 0    | 0        | 7          | 10                                | 0    | 0     | 10         | 0                            | 0    | 0     | 0          | 0                                 | 2    | 0     | 2          | 19         |
| 08:30  | 5                            | 0    | 0        | 5          | 9                                 | 4    | 0     | 13         | 0                            | 0    | 0     | 0          | 0                                 | 1    | 0     | 1          | 19         |
| 08:45  | <b>10</b>                    | 0    | <b>1</b> | <b>11</b>  | <b>11</b>                         | 1    | 0     | 12         | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | <b>23</b>  |
| Total Volume   | 30                           | 0    | 1        | 31         | 38                                | 6    | 0     | 44         | 0                            | 0    | 0     | 0          | 0                                 | 6    | 1     | 7          | 82         |
| % App. Total   | 96.8                         | 0    | 3.2      |            | 86.4                              | 13.6 | 0     |            | 0                            | 0    | 0     |            | 0                                 | 85.7 | 14.3  |            |            |
| PHF  | .750                         | .000 | .250     | .705       | .864                              | .375 | .000  | .846       | .000                         | .000 | .000  | .000       | .000                              | .500 | .250  | .438       | .891       |

# All Traffic Data

(916) 771-8700

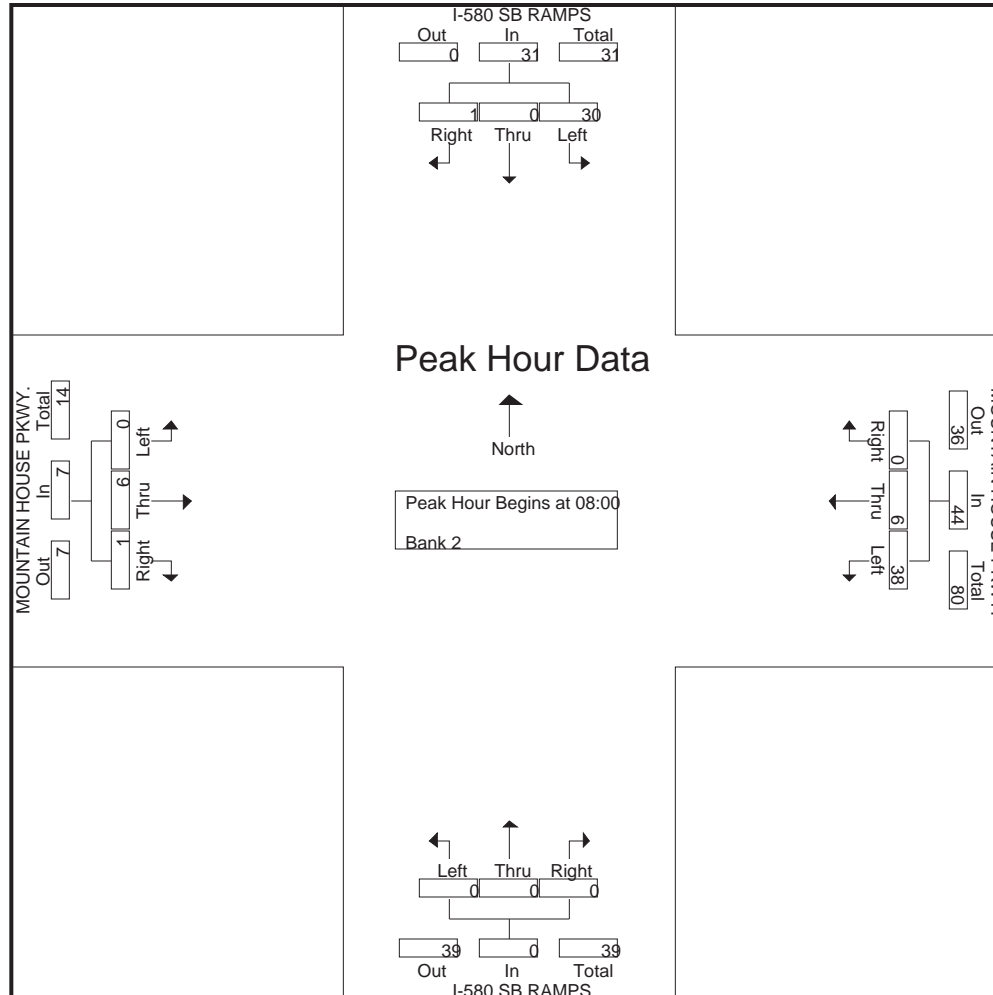
File Name : 11-7198-005 | 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 3

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

| Start Time   | I-580 SB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                              |      |       |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 15:00    |                              |      |       |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| 15:00  | 8                            | 3    | 0     | 11         | 6                                 | 1    | 0     | 7          | 0                            | 0    | 0     | 0          | 0                                 | 2    | 2     | 4          | 22         |
| 15:15  | 7                            | 0    | 0     | 7          | 6                                 | 2    | 0     | 8          | 0                            | 0    | 0     | 0          | 0                                 | 1    | 0     | 1          | 16         |
| 15:30  | 8                            | 2    | 0     | 10         | 4                                 | 0    | 0     | 4          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 14         |
| 15:45  | 8                            | 1    | 0     | 9          | 7                                 | 1    | 0     | 8          | 0                            | 0    | 0     | 0          | 0                                 | 2    | 0     | 2          | 19         |
| Total Volume   | 31                           | 6    | 0     | 37         | 23                                | 4    | 0     | 27         | 0                            | 0    | 0     | 0          | 0                                 | 5    | 2     | 7          | 71         |
| % App. Total   | 83.8                         | 16.2 | 0     |            | 85.2                              | 14.8 | 0     |            | 0                            | 0    | 0     |            | 0                                 | 71.4 | 28.6  |            |            |
| PHF  | .969                         | .500 | .000  | .841       | .821                              | .500 | .000  | .844       | .000                         | .000 | .000  | .000       | .000                              | .625 | .250  | .438       | .807       |

# All Traffic Data

(916) 771-8700

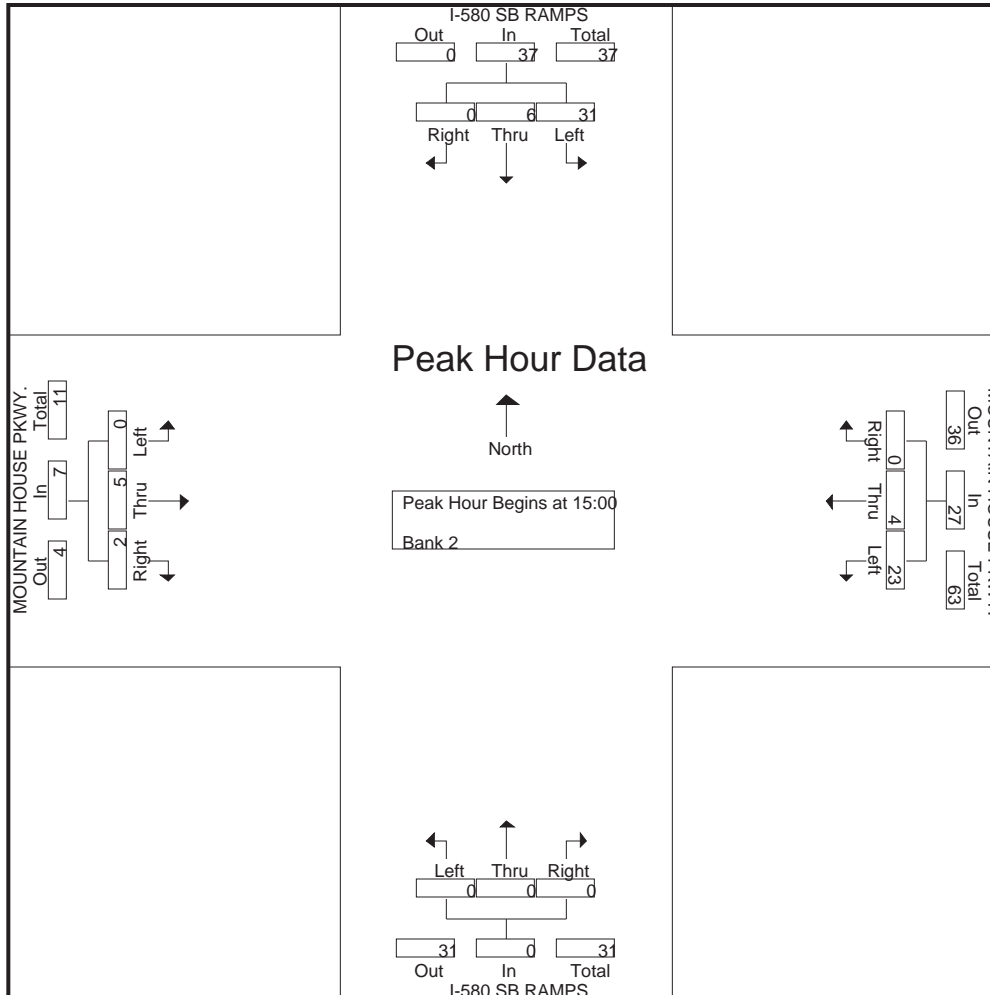
File Name : 11-7198-005 | 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 5

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2





# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

Groups Printed- Bank 1

| Start Time  | I-580 SB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|             | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Grand Total | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          |
| Apprch %    | 0                            | 0    | 0     |            | 0                                 | 0    | 0     |            | 0                            | 0    | 0     |            | 0                                 | 0    | 0     |            |            |
| Total %     |                              |      |       |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |

| Start Time   | I-580 SB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                              |      |       |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 06:00    |                              |      |       |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| 06:00  | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          |
| 06:15  | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          |
| 06:30  | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          |
| 06:45  | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          |
| Total Volume   | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0                            | 0    | 0     | 0          | 0                                 | 0    | 0     | 0          | 0          |
| % App. Total   | 0                            | 0    | 0     |            | 0                                 | 0    | 0     |            | 0                            | 0    | 0     |            | 0                                 | 0    | 0     |            |            |
| PHF  | .000                         | .000 | .000  | .000       | .000                              | .000 | .000  | .000       | .000                         | .000 | .000  | .000       | .000                              | .000 | .000  | .000       | .000       |

# All Traffic Data

(916) 771-8700

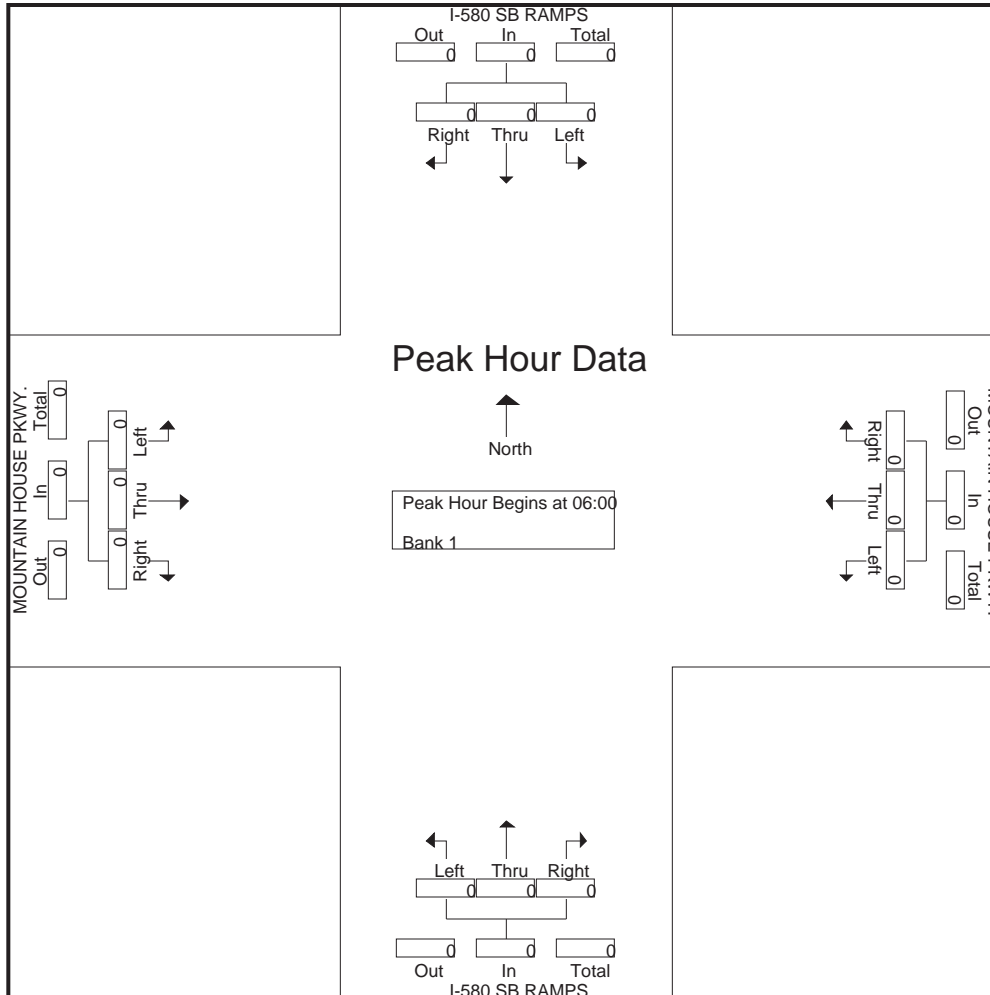
File Name : 11-7198-005 | 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 2

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2





# All Traffic Data

(916) 771-8700

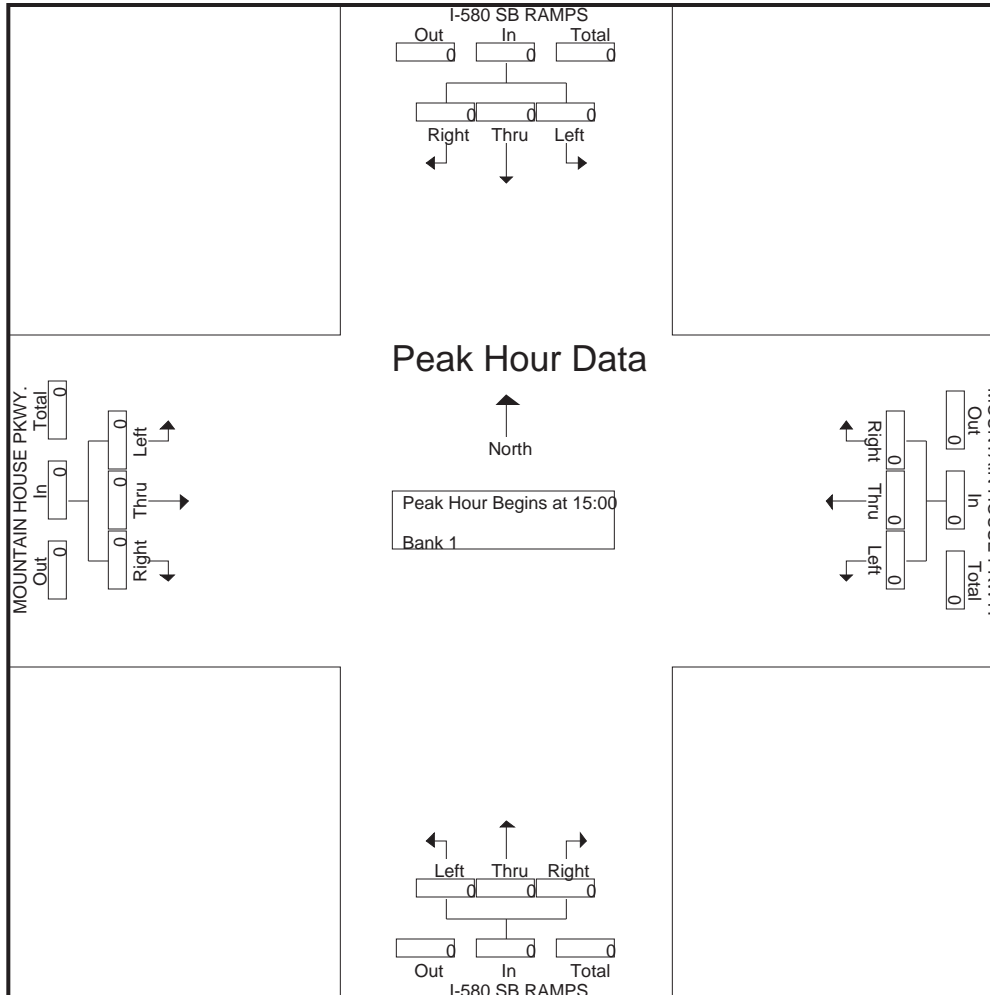
File Name : 11-7198-005 | 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 4

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted - Bank 2

| Start Time | I-580 SB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|            | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| 06:00      | 31                           | 0    | 1     | 32         | 12                                | 96   | 0     | 108        | 0                            | 0    | 0     | 0          | 0                                 | 4    | 0     | 4          | 144        |
| 06:15      | 14                           | 0    | 3     | 17         | 30                                | 135  | 0     | 165        | 0                            | 0    | 0     | 0          | 0                                 | 6    | 3     | 9          | 191        |
| 06:30      | 15                           | 0    | 1     | 16         | 19                                | 159  | 0     | 178        | 0                            | 0    | 0     | 0          | 0                                 | 13   | 4     | 17         | 211        |
| 06:45      | 21                           | 0    | 8     | 29         | 18                                | 123  | 0     | 141        | 0                            | 0    | 0     | 0          | 0                                 | 7    | 0     | 7          | 177        |
| Total      | 81                           | 0    | 13    | 94         | 79                                | 513  | 0     | 592        | 0                            | 0    | 0     | 0          | 0                                 | 30   | 7     | 37         | 723        |
| 07:00      | 26                           | 1    | 2     | 29         | 18                                | 108  | 0     | 126        | 0                            | 0    | 0     | 0          | 0                                 | 7    | 2     | 9          | 164        |
| 07:15      | 43                           | 1    | 2     | 46         | 23                                | 97   | 0     | 120        | 0                            | 0    | 0     | 0          | 0                                 | 7    | 2     | 9          | 175        |
| 07:30      | 24                           | 0    | 6     | 30         | 25                                | 98   | 0     | 123        | 0                            | 0    | 0     | 0          | 0                                 | 11   | 4     | 15         | 168        |
| 07:45      | 26                           | 1    | 4     | 31         | 18                                | 46   | 0     | 64         | 0                            | 0    | 0     | 0          | 0                                 | 6    | 5     | 11         | 106        |
| Total      | 119                          | 3    | 14    | 136        | 84                                | 349  | 0     | 433        | 0                            | 0    | 0     | 0          | 0                                 | 31   | 13    | 44         | 613        |
| 08:00      | 27                           | 0    | 3     | 30         | 23                                | 41   | 0     | 64         | 0                            | 0    | 0     | 0          | 0                                 | 10   | 5     | 15         | 109        |
| 08:15      | 21                           | 0    | 0     | 21         | 29                                | 22   | 0     | 51         | 0                            | 0    | 0     | 0          | 0                                 | 10   | 1     | 11         | 83         |
| 08:30      | 14                           | 0    | 1     | 15         | 24                                | 34   | 0     | 58         | 0                            | 0    | 0     | 0          | 0                                 | 7    | 3     | 10         | 83         |
| 08:45      | 32                           | 0    | 4     | 36         | 32                                | 16   | 0     | 48         | 0                            | 0    | 0     | 0          | 0                                 | 6    | 0     | 6          | 90         |
| Total      | 94                           | 0    | 8     | 102        | 108                               | 113  | 0     | 221        | 0                            | 0    | 0     | 0          | 0                                 | 33   | 9     | 42         | 365        |
| 15:00      | 52                           | 6    | 14    | 72         | 36                                | 12   | 0     | 48         | 0                            | 0    | 0     | 0          | 0                                 | 19   | 17    | 36         | 156        |
| 15:15      | 41                           | 2    | 12    | 55         | 37                                | 8    | 0     | 45         | 0                            | 0    | 0     | 0          | 0                                 | 15   | 19    | 34         | 134        |
| 15:30      | 54                           | 4    | 9     | 67         | 38                                | 9    | 0     | 47         | 0                            | 0    | 0     | 0          | 0                                 | 39   | 28    | 67         | 181        |
| 15:45      | 64                           | 5    | 18    | 87         | 34                                | 9    | 0     | 43         | 0                            | 0    | 0     | 0          | 0                                 | 32   | 32    | 64         | 194        |
| Total      | 211                          | 17   | 53    | 281        | 145                               | 38   | 0     | 183        | 0                            | 0    | 0     | 0          | 0                                 | 105  | 96    | 201        | 665        |
| 16:00      | 39                           | 3    | 20    | 62         | 35                                | 16   | 0     | 51         | 0                            | 0    | 0     | 0          | 0                                 | 38   | 32    | 70         | 183        |
| 16:15      | 77                           | 2    | 19    | 98         | 38                                | 6    | 0     | 44         | 0                            | 0    | 0     | 0          | 0                                 | 32   | 32    | 64         | 206        |
| 16:30      | 59                           | 1    | 17    | 77         | 55                                | 7    | 0     | 62         | 0                            | 0    | 0     | 0          | 0                                 | 42   | 39    | 81         | 220        |
| 16:45      | 62                           | 3    | 14    | 79         | 31                                | 5    | 0     | 36         | 0                            | 0    | 0     | 0          | 0                                 | 51   | 24    | 75         | 190        |
| Total      | 237                          | 9    | 70    | 316        | 159                               | 34   | 0     | 193        | 0                            | 0    | 0     | 0          | 0                                 | 163  | 127   | 290        | 799        |
| 17:00      | 59                           | 0    | 21    | 80         | 28                                | 4    | 0     | 32         | 0                            | 0    | 0     | 0          | 0                                 | 44   | 48    | 92         | 204        |
| 17:15      | 57                           | 1    | 16    | 74         | 33                                | 5    | 0     | 38         | 0                            | 0    | 0     | 0          | 0                                 | 51   | 32    | 83         | 195        |
| 17:30      | 53                           | 1    | 13    | 67         | 38                                | 5    | 0     | 43         | 0                            | 0    | 0     | 0          | 0                                 | 43   | 29    | 72         | 182        |
| 17:45      | 69                           | 0    | 12    | 81         | 23                                | 3    | 0     | 26         | 0                            | 0    | 0     | 0          | 0                                 | 40   | 26    | 66         | 173        |
| Total      | 238                          | 2    | 62    | 302        | 122                               | 17   | 0     | 139        | 0                            | 0    | 0     | 0          | 0                                 | 178  | 135   | 313        | 754        |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

## Groups Printed- Unshifted - Bank 2

|             | I-580 SB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|             | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Grand Total | 980                          | 31   | 220   | 1231       | 697                               | 1064 | 0     | 1761       | 0                            | 0    | 0     | 0          | 0                                 | 540  | 387   | 927        | 3919       |
| Apprch %    | 79.6                         | 2.5  | 17.9  |            | 39.6                              | 60.4 | 0     |            | 0                            | 0    | 0     | 0          | 0                                 | 58.3 | 41.7  |            |            |
| Total %     | 25                           | 0.8  | 5.6   | 31.4       | 17.8                              | 27.1 | 0     | 44.9       | 0                            | 0    | 0     | 0          | 0                                 | 13.8 | 9.9   | 23.7       |            |
| Unshifted   | 817                          | 22   | 215   | 1054       | 557                               | 1041 | 0     | 1598       | 0                            | 0    | 0     | 0          | 0                                 | 516  | 379   | 895        | 3547       |
| % Unshifted | 83.4                         | 71   | 97.7  | 85.6       | 79.9                              | 97.8 | 0     | 90.7       | 0                            | 0    | 0     | 0          | 0                                 | 95.6 | 97.9  | 96.5       | 90.5       |
| Bank 2      | 163                          | 9    | 5     | 177        | 140                               | 23   | 0     | 163        | 0                            | 0    | 0     | 0          | 0                                 | 24   | 8     | 32         | 372        |
| % Bank 2    | 16.6                         | 29   | 2.3   | 14.4       | 20.1                              | 2.2  | 0     | 9.3        | 0                            | 0    | 0     | 0          | 0                                 | 4.4  | 2.1   | 3.5        | 9.5        |

| Start Time   | I-580 SB RAMPS<br>Southbound |          |          |            | MOUNTAIN HOUSE PKWY.<br>Westbound |            |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |           |          |            | Int. Total |
|--|------------------------------|----------|----------|------------|-----------------------------------|------------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|-----------|----------|------------|------------|
|  | Left                         | Thru     | Right    | App. Total | Left                              | Thru       | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru      | Right    | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                              |          |          |            |                                   |            |       |            |                              |      |       |            |                                   |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 06:15    |                              |          |          |            |                                   |            |       |            |                              |      |       |            |                                   |           |          |            |            |
| 06:15  | 14                           | 0        | 3        | 17         | <b>30</b>                         | 135        | 0     | 165        | 0                            | 0    | 0     | 0          | 0                                 | 6         | 3        | 9          | 191        |
| 06:30  | 15                           | 0        | 1        | 16         | 19                                | <b>159</b> | 0     | <b>178</b> | 0                            | 0    | 0     | 0          | 0                                 | <b>13</b> | <b>4</b> | <b>17</b>  | <b>211</b> |
| 06:45  | 21                           | 0        | <b>8</b> | <b>29</b>  | 18                                | 123        | 0     | 141        | 0                            | 0    | 0     | 0          | 0                                 | 7         | 0        | 7          | 177        |
| 07:00  | <b>26</b>                    | <b>1</b> | 2        | 29         | 18                                | 108        | 0     | 126        | 0                            | 0    | 0     | 0          | 0                                 | 7         | 2        | 9          | 164        |
| Total Volume   | 76                           | 1        | 14       | 91         | 85                                | 525        | 0     | 610        | 0                            | 0    | 0     | 0          | 0                                 | 33        | 9        | 42         | 743        |
| % App. Total   | 83.5                         | 1.1      | 15.4     |            | 13.9                              | 86.1       | 0     |            | 0                            | 0    | 0     | 0          | 0                                 | 78.6      | 21.4     |            |            |
| PHF  | .731                         | .250     | .438     | .784       | .708                              | .825       | .000  | .857       | .000                         | .000 | .000  | .000       | .000                              | .635      | .563     | .618       | .880       |

# All Traffic Data

(916) 771-8700

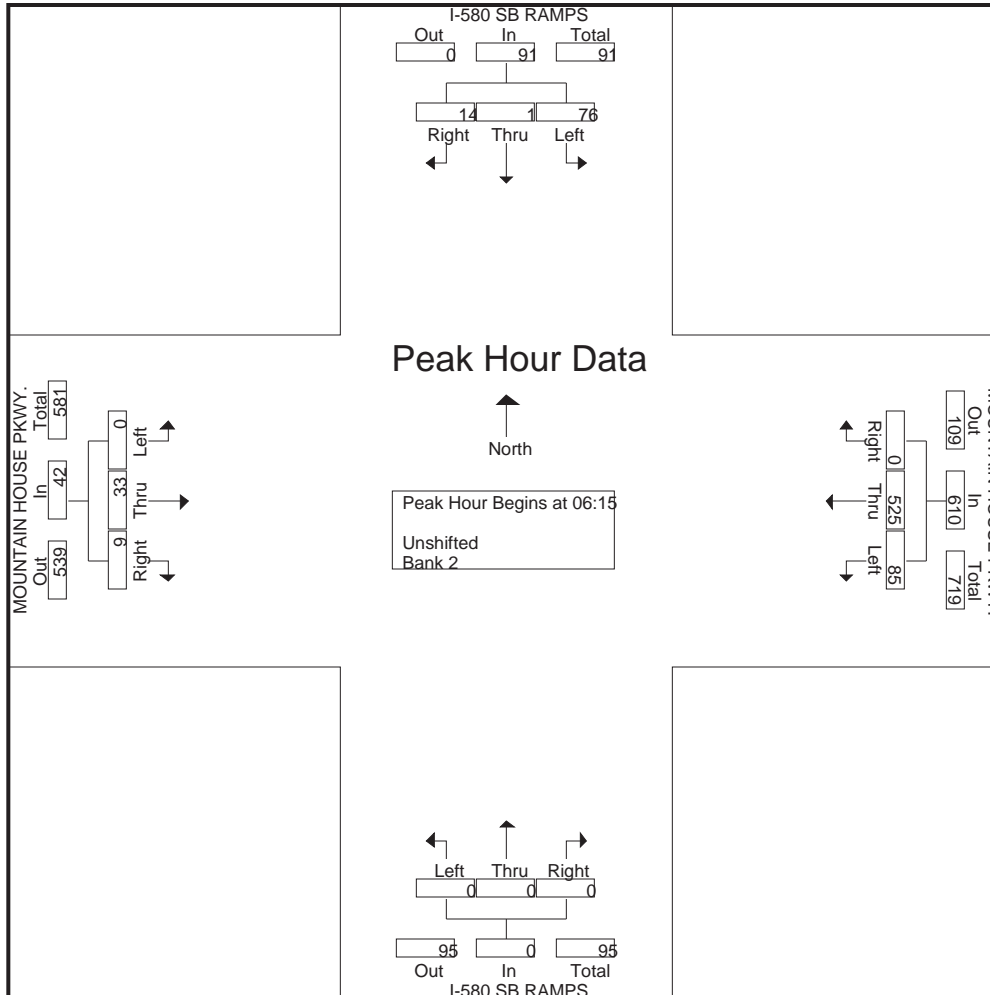
File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 3

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

| Start Time   | I-580 SB RAMPS<br>Southbound |          |           |            | MOUNTAIN HOUSE PKWY.<br>Westbound |          |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |           |           |            | Int. Total |
|--|------------------------------|----------|-----------|------------|-----------------------------------|----------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|-----------|-----------|------------|------------|
|  | Left                         | Thru     | Right     | App. Total | Left                              | Thru     | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru      | Right     | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                              |          |           |            |                                   |          |       |            |                              |      |       |            |                                   |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                              |          |           |            |                                   |          |       |            |                              |      |       |            |                                   |           |           |            |            |
| 16:15  | <b>77</b>                    | 2        | 19        | <b>98</b>  | 38                                | 6        | 0     | 44         | 0                            | 0    | 0     | 0          | 0                                 | 32        | 32        | 64         | 206        |
| 16:30  | 59                           | 1        | 17        | 77         | <b>55</b>                         | <b>7</b> | 0     | <b>62</b>  | 0                            | 0    | 0     | 0          | 0                                 | 42        | 39        | 81         | <b>220</b> |
| 16:45  | 62                           | <b>3</b> | 14        | 79         | 31                                | 5        | 0     | 36         | 0                            | 0    | 0     | 0          | 0                                 | <b>51</b> | 24        | 75         | 190        |
| 17:00  | 59                           | 0        | <b>21</b> | 80         | 28                                | 4        | 0     | 32         | 0                            | 0    | 0     | 0          | 0                                 | 44        | <b>48</b> | <b>92</b>  | 204        |
| Total Volume   | 257                          | 6        | 71        | 334        | 152                               | 22       | 0     | 174        | 0                            | 0    | 0     | 0          | 0                                 | 169       | 143       | 312        | 820        |
| % App. Total   | 76.9                         | 1.8      | 21.3      |            | 87.4                              | 12.6     | 0     |            | 0                            | 0    | 0     |            | 0                                 | 54.2      | 45.8      |            |            |
| PHF  | .834                         | .500     | .845      | .852       | .691                              | .786     | .000  | .702       | .000                         | .000 | .000  | .000       | .000                              | .828      | .745      | .848       | .932       |



# All Traffic Data

(916) 771-8700

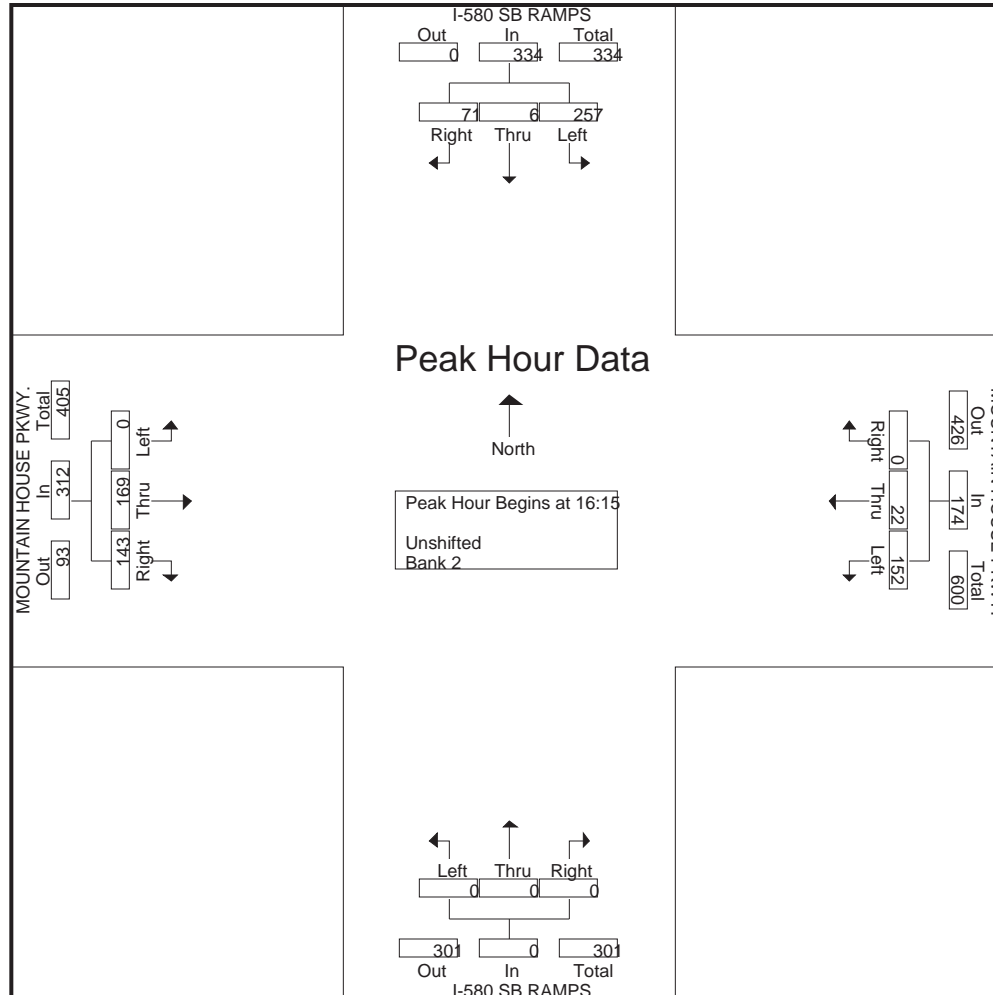
File Name : 11-7198-005 | 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 5

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Unshifted

| Start Time  | I-580 SB RAMPS<br>Southbound |     |      |     |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |      |            | I-580 SB RAMPS<br>Northbound |      |       |      |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------|-----|------|-----|------------|-----------------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------|--------------|------------|
|             | Left                         | Thr | Rig  | Ped | App. Total | Left                              | Thru | Right | Peds | App. Total | Left                         | Thru | Right | Peds | App. Total | Left                              | Thru | Right | Peds | App. Total |              |              |            |
| 06:00       | 21                           | 0   | 1    | 0   | 22         | 10                                | 94   | 0     | 0    | 104        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 4    | 0     | 0    | 4          | 0            | 130          | 130        |
| 06:15       | 11                           | 0   | 2    | 0   | 13         | 21                                | 133  | 0     | 0    | 154        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 4    | 3     | 0    | 7          | 0            | 174          | 174        |
| 06:30       | 11                           | 0   | 1    | 0   | 12         | 13                                | 159  | 0     | 0    | 172        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 10   | 4     | 0    | 14         | 0            | 198          | 198        |
| 06:45       | 16                           | 0   | 7    | 0   | 23         | 13                                | 120  | 0     | 0    | 133        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 5    | 0     | 0    | 5          | 0            | 161          | 161        |
| Total       | 59                           | 0   | 11   | 0   | 70         | 57                                | 506  | 0     | 0    | 563        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 23   | 7     | 0    | 30         | 0            | 663          | 663        |
| 07:00       | 16                           | 1   | 2    | 0   | 19         | 12                                | 107  | 0     | 0    | 119        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 6    | 1     | 0    | 7          | 0            | 145          | 145        |
| 07:15       | 30                           | 0   | 2    | 0   | 32         | 16                                | 96   | 0     | 0    | 112        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 7    | 2     | 0    | 9          | 0            | 153          | 153        |
| 07:30       | 15                           | 0   | 5    | 0   | 20         | 16                                | 97   | 0     | 0    | 113        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 10   | 3     | 0    | 13         | 0            | 146          | 146        |
| 07:45       | 19                           | 1   | 3    | 0   | 23         | 13                                | 45   | 0     | 0    | 58         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 6    | 4     | 0    | 10         | 0            | 91           | 91         |
| Total       | 80                           | 2   | 12   | 0   | 94         | 57                                | 345  | 0     | 0    | 402        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 29   | 10    | 0    | 39         | 0            | 535          | 535        |
| 08:00       | 19                           | 0   | 3    | 0   | 22         | 15                                | 40   | 0     | 0    | 55         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 7    | 4     | 0    | 11         | 0            | 88           | 88         |
| 08:15       | 14                           | 0   | 0    | 0   | 14         | 19                                | 22   | 0     | 0    | 41         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 8    | 1     | 0    | 9          | 0            | 64           | 64         |
| 08:30       | 9                            | 0   | 1    | 0   | 10         | 15                                | 30   | 0     | 0    | 45         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 6    | 3     | 0    | 9          | 0            | 64           | 64         |
| 08:45       | 22                           | 0   | 3    | 0   | 25         | 21                                | 15   | 0     | 0    | 36         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 6    | 0     | 0    | 6          | 0            | 67           | 67         |
| Total       | 64                           | 0   | 7    | 0   | 71         | 70                                | 107  | 0     | 0    | 177        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 27   | 8     | 0    | 35         | 0            | 283          | 283        |
| 15:00       | 44                           | 3   | 14   | 0   | 61         | 30                                | 11   | 0     | 0    | 41         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 17   | 15    | 0    | 32         | 0            | 134          | 134        |
| 15:15       | 34                           | 2   | 12   | 0   | 48         | 31                                | 6    | 0     | 0    | 37         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 14   | 19    | 0    | 33         | 0            | 118          | 118        |
| 15:30       | 46                           | 2   | 9    | 0   | 57         | 34                                | 9    | 0     | 0    | 43         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 39   | 28    | 0    | 67         | 0            | 167          | 167        |
| 15:45       | 56                           | 4   | 18   | 0   | 78         | 27                                | 8    | 0     | 0    | 35         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 30   | 32    | 0    | 62         | 0            | 175          | 175        |
| Total       | 180                          | 11  | 53   | 0   | 244        | 122                               | 34   | 0     | 0    | 156        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 100  | 94    | 0    | 194        | 0            | 594          | 594        |
| 16:00       | 36                           | 2   | 20   | 0   | 58         | 29                                | 14   | 0     | 0    | 43         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 38   | 32    | 0    | 70         | 0            | 171          | 171        |
| 16:15       | 67                           | 2   | 19   | 0   | 88         | 34                                | 6    | 0     | 0    | 40         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 31   | 31    | 0    | 62         | 0            | 190          | 190        |
| 16:30       | 57                           | 1   | 17   | 0   | 75         | 49                                | 7    | 0     | 0    | 56         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 42   | 38    | 0    | 80         | 0            | 211          | 211        |
| 16:45       | 55                           | 2   | 14   | 0   | 71         | 29                                | 5    | 0     | 0    | 34         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 50   | 24    | 0    | 74         | 0            | 179          | 179        |
| Total       | 215                          | 7   | 70   | 0   | 292        | 141                               | 32   | 0     | 0    | 173        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 161  | 125   | 0    | 286        | 0            | 751          | 751        |
| 17:00       | 53                           | 0   | 21   | 0   | 74         | 23                                | 4    | 0     | 0    | 27         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 43   | 48    | 0    | 91         | 0            | 192          | 192        |
| 17:15       | 52                           | 1   | 16   | 0   | 69         | 33                                | 5    | 0     | 0    | 38         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 51   | 32    | 0    | 83         | 0            | 190          | 190        |
| 17:30       | 50                           | 1   | 13   | 0   | 64         | 34                                | 5    | 0     | 0    | 39         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 42   | 29    | 0    | 71         | 0            | 174          | 174        |
| 17:45       | 64                           | 0   | 12   | 0   | 76         | 20                                | 3    | 0     | 0    | 23         | 0                            | 0    | 0     | 0    | 0          | 0                                 | 40   | 26    | 0    | 66         | 0            | 165          | 165        |
| Total       | 219                          | 2   | 62   | 0   | 283        | 110                               | 17   | 0     | 0    | 127        | 0                            | 0    | 0     | 0    | 0          | 0                                 | 176  | 135   | 0    | 311        | 0            | 721          | 721        |
| Grand Total | 817                          | 22  | 215  | 0   | 1054       | 557                               | 1041 | 0     | 0    | 1598       | 0                            | 0    | 0     | 0    | 0          | 0                                 | 516  | 379   | 0    | 895        | 0            | 3547         | 3547       |
| Approch %   | 77.5                         | 2.1 | 20.4 |     |            | 34.9                              | 65.1 | 0     |      |            | 0                            | 0    | 0     |      |            | 0                                 | 57.7 | 42.3  |      |            | 0            |              |            |
| Total %     | 23                           | 0.6 | 6.1  |     | 29.7       | 15.7                              | 29.3 | 0     |      | 45.1       | 0                            | 0    | 0     |      |            | 0                                 | 14.5 | 10.7  |      | 25.2       | 0            | 100          |            |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

| Start Time   | I-580 SB RAMPS<br>Southbound |          |          |            | MOUNTAIN HOUSE PKWY.<br>Westbound |            |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |           |          |            | Int. Total |
|--|------------------------------|----------|----------|------------|-----------------------------------|------------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|-----------|----------|------------|------------|
|  | Left                         | Thru     | Right    | App. Total | Left                              | Thru       | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru      | Right    | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                              |          |          |            |                                   |            |       |            |                              |      |       |            |                                   |           |          |            |            |
| Peak Hour for Entire Intersection Begins at 06:15    |                              |          |          |            |                                   |            |       |            |                              |      |       |            |                                   |           |          |            |            |
| 06:15  | 11                           | 0        | 2        | 13         | <b>21</b>                         | 133        | 0     | 154        | 0                            | 0    | 0     | 0          | 0                                 | 4         | 3        | 7          | 174        |
| 06:30  | 11                           | 0        | 1        | 12         | 13                                | <b>159</b> | 0     | <b>172</b> | 0                            | 0    | 0     | 0          | 0                                 | <b>10</b> | <b>4</b> | <b>14</b>  | <b>198</b> |
| 06:45  | <b>16</b>                    | 0        | <b>7</b> | <b>23</b>  | 13                                | 120        | 0     | 133        | 0                            | 0    | 0     | 0          | 0                                 | 5         | 0        | 5          | 161        |
| 07:00  | 16                           | <b>1</b> | 2        | 19         | 12                                | 107        | 0     | 119        | 0                            | 0    | 0     | 0          | 0                                 | 6         | 1        | 7          | 145        |
| Total Volume   | 54                           | 1        | 12       | 67         | 59                                | 519        | 0     | 578        | 0                            | 0    | 0     | 0          | 0                                 | 25        | 8        | 33         | 678        |
| % App. Total   | 80.6                         | 1.5      | 17.9     |            | 10.2                              | 89.8       | 0     |            | 0                            | 0    | 0     | 0          | 0                                 | 75.8      | 24.2     |            |            |
| PHF  | .844                         | .250     | .429     | .728       | .702                              | .816       | .000  | .840       | .000                         | .000 | .000  | .000       | .000                              | .625      | .500     | .589       | .856       |

# All Traffic Data

(916) 771-8700

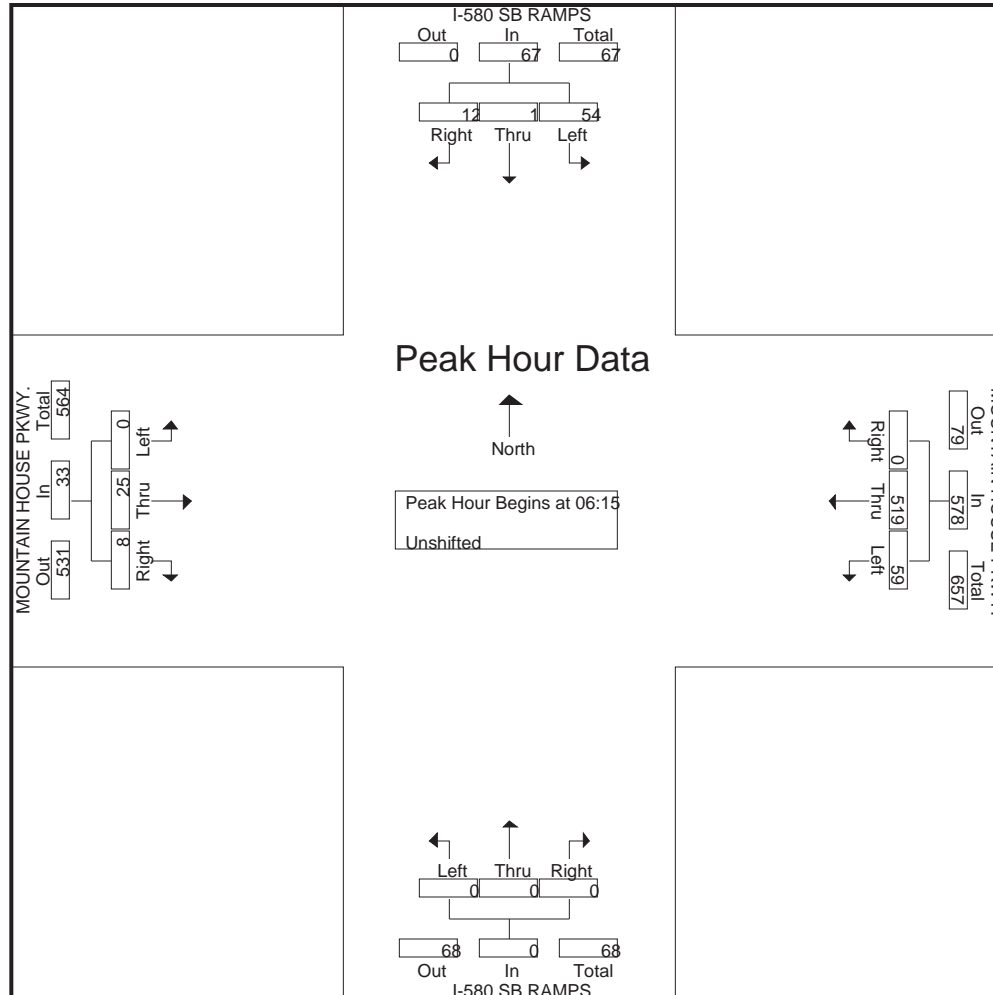
File Name : 11-7198-005 | 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 3

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-005 I 580 SB RAMPS-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

| Start Time   | I-580 SB RAMPS<br>Southbound |          |           |            | MOUNTAIN HOUSE PKWY.<br>Westbound |          |       |            | I-580 SB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |           |           |            | Int. Total |
|--|------------------------------|----------|-----------|------------|-----------------------------------|----------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|-----------|-----------|------------|------------|
|  | Left                         | Thru     | Right     | App. Total | Left                              | Thru     | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru      | Right     | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                              |          |           |            |                                   |          |       |            |                              |      |       |            |                                   |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                              |          |           |            |                                   |          |       |            |                              |      |       |            |                                   |           |           |            |            |
| 16:15  | <b>67</b>                    | <b>2</b> | 19        | <b>88</b>  | 34                                | 6        | 0     | 40         | 0                            | 0    | 0     | 0          | 0                                 | 31        | 31        | 62         | 190        |
| 16:30  | 57                           | 1        | 17        | 75         | <b>49</b>                         | <b>7</b> | 0     | <b>56</b>  | 0                            | 0    | 0     | 0          | 0                                 | 42        | 38        | 80         | <b>211</b> |
| 16:45  | 55                           | 2        | 14        | 71         | 29                                | 5        | 0     | 34         | 0                            | 0    | 0     | 0          | 0                                 | <b>50</b> | 24        | 74         | 179        |
| 17:00  | 53                           | 0        | <b>21</b> | 74         | 23                                | 4        | 0     | 27         | 0                            | 0    | 0     | 0          | 0                                 | 43        | <b>48</b> | <b>91</b>  | 192        |
| Total Volume   | 232                          | 5        | 71        | 308        | 135                               | 22       | 0     | 157        | 0                            | 0    | 0     | 0          | 0                                 | 166       | 141       | 307        | 772        |
| % App. Total   | 75.3                         | 1.6      | 23.1      |            | 86                                | 14       | 0     |            | 0                            | 0    | 0     |            | 0                                 | 54.1      | 45.9      |            |            |
| PHF  | .866                         | .625     | .845      | .875       | .689                              | .786     | .000  | .701       | .000                         | .000 | .000  | .000       | .000                              | .830      | .734      | .843       | .915       |

# All Traffic Data

(916) 771-8700

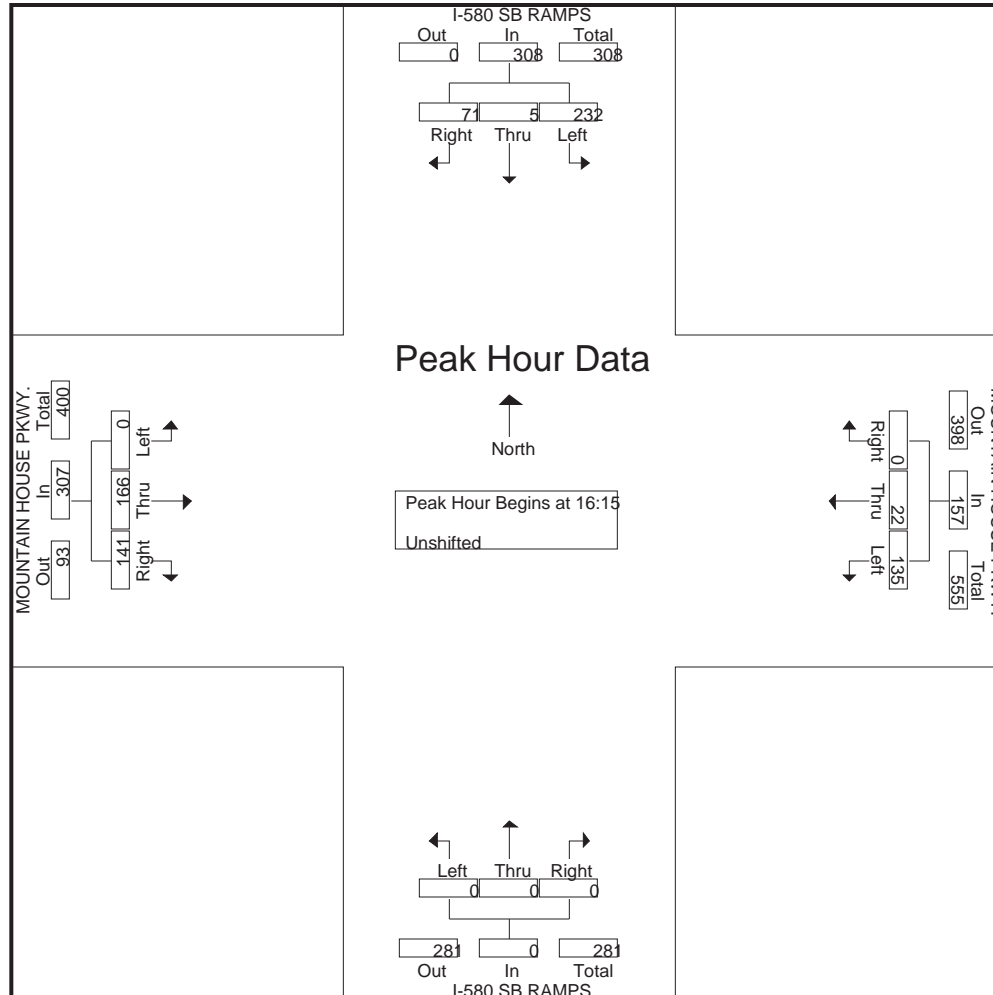
File Name : 11-7198-005 | 580 SB RAMPS-MOUNTAIN HOUSE

Site Code : 00000000

Start Date : 5/5/2011

Page No : 5

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Bank 2

| Start Time | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 NB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|            | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| 06:00      | 0                            | 0    | 0     | 0          | 0                                 | 2    | 10    | 12         | 2                            | 0    | 13    | 15         | 0                                 | 6    | 0     | 6          | 33         |
| 06:15      | 0                            | 0    | 0     | 0          | 0                                 | 12   | 6     | 18         | 1                            | 0    | 19    | 20         | 0                                 | 7    | 0     | 7          | 45         |
| 06:30      | 0                            | 0    | 0     | 0          | 0                                 | 9    | 5     | 14         | 0                            | 0    | 17    | 17         | 0                                 | 6    | 0     | 6          | 37         |
| 06:45      | 0                            | 0    | 0     | 0          | 0                                 | 8    | 10    | 18         | 1                            | 0    | 15    | 16         | 0                                 | 5    | 0     | 5          | 39         |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 31   | 31    | 62         | 4                            | 0    | 64    | 68         | 0                                 | 24   | 0     | 24         | 154        |
| 07:00      | 0                            | 0    | 0     | 0          | 0                                 | 11   | 10    | 21         | 0                            | 0    | 16    | 16         | 0                                 | 11   | 0     | 11         | 48         |
| 07:15      | 0                            | 0    | 0     | 0          | 0                                 | 7    | 8     | 15         | 0                            | 0    | 8     | 8          | 0                                 | 14   | 0     | 14         | 37         |
| 07:30      | 0                            | 0    | 0     | 0          | 0                                 | 10   | 6     | 16         | 0                            | 0    | 8     | 8          | 0                                 | 9    | 0     | 9          | 33         |
| 07:45      | 0                            | 0    | 0     | 0          | 0                                 | 8    | 8     | 16         | 0                            | 0    | 16    | 16         | 0                                 | 7    | 0     | 7          | 39         |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 36   | 32    | 68         | 0                            | 0    | 48    | 48         | 0                                 | 41   | 0     | 41         | 157        |
| 08:00      | 0                            | 0    | 0     | 0          | 0                                 | 8    | 15    | 23         | 0                            | 0    | 10    | 10         | 0                                 | 12   | 0     | 12         | 45         |
| 08:15      | 0                            | 0    | 0     | 0          | 0                                 | 10   | 9     | 19         | 0                            | 0    | 15    | 15         | 0                                 | 8    | 0     | 8          | 42         |
| 08:30      | 0                            | 0    | 0     | 0          | 0                                 | 4    | 4     | 8          | 0                            | 0    | 13    | 13         | 0                                 | 5    | 0     | 5          | 26         |
| 08:45      | 0                            | 0    | 0     | 0          | 0                                 | 8    | 11    | 19         | 1                            | 0    | 14    | 15         | 0                                 | 13   | 0     | 13         | 47         |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 30   | 39    | 69         | 1                            | 0    | 52    | 53         | 0                                 | 38   | 0     | 38         | 160        |
| 15:00      | 0                            | 0    | 0     | 0          | 0                                 | 6    | 3     | 9          | 0                            | 0    | 6     | 6          | 0                                 | 10   | 0     | 10         | 25         |
| 15:15      | 0                            | 0    | 0     | 0          | 0                                 | 7    | 6     | 13         | 1                            | 0    | 6     | 7          | 0                                 | 9    | 0     | 9          | 29         |
| 15:30      | 0                            | 0    | 0     | 0          | 0                                 | 3    | 6     | 9          | 0                            | 0    | 5     | 5          | 0                                 | 7    | 0     | 7          | 21         |
| 15:45      | 0                            | 0    | 0     | 0          | 0                                 | 9    | 6     | 15         | 0                            | 0    | 4     | 4          | 0                                 | 11   | 0     | 11         | 30         |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 25   | 21    | 46         | 1                            | 0    | 21    | 22         | 0                                 | 37   | 0     | 37         | 105        |
| 16:00      | 0                            | 0    | 0     | 0          | 0                                 | 7    | 10    | 17         | 0                            | 0    | 3     | 3          | 0                                 | 3    | 0     | 3          | 23         |
| 16:15      | 0                            | 0    | 0     | 0          | 0                                 | 6    | 4     | 10         | 0                            | 0    | 4     | 4          | 0                                 | 9    | 0     | 9          | 23         |
| 16:30      | 0                            | 0    | 0     | 0          | 0                                 | 6    | 2     | 8          | 0                            | 0    | 2     | 2          | 0                                 | 3    | 0     | 3          | 13         |
| 16:45      | 0                            | 0    | 0     | 0          | 0                                 | 2    | 7     | 9          | 0                            | 0    | 4     | 4          | 0                                 | 7    | 0     | 7          | 20         |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 21   | 23    | 44         | 0                            | 0    | 13    | 13         | 0                                 | 22   | 0     | 22         | 79         |
| 17:00      | 0                            | 0    | 0     | 0          | 0                                 | 6    | 6     | 12         | 0                            | 0    | 0     | 0          | 0                                 | 7    | 0     | 7          | 19         |
| 17:15      | 0                            | 0    | 0     | 0          | 0                                 | 1    | 5     | 6          | 0                            | 0    | 1     | 1          | 0                                 | 5    | 0     | 5          | 12         |
| 17:30      | 0                            | 0    | 0     | 0          | 0                                 | 3    | 5     | 8          | 0                            | 0    | 1     | 1          | 0                                 | 5    | 0     | 5          | 14         |
| 17:45      | 0                            | 0    | 0     | 0          | 0                                 | 3    | 4     | 7          | 0                            | 0    | 0     | 0          | 0                                 | 4    | 0     | 4          | 11         |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 13   | 20    | 33         | 0                            | 0    | 2     | 2          | 0                                 | 21   | 0     | 21         | 56         |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-004 I 580 NB-MOUNTAIN HOUSE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 2

## Groups Printed- Bank 2

|             | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 NB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|             | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Grand Total | 0                            | 0    | 0     | 0          | 0                                 | 156  | 166   | 322        | 6                            | 0    | 200   | 206        | 0                                 | 183  | 0     | 183        | 711        |
| Apprch %    | 0                            | 0    | 0     |            | 0                                 | 48.4 | 51.6  |            | 2.9                          | 0    | 97.1  |            | 0                                 | 100  | 0     |            |            |
| Total %     | 0                            | 0    | 0     | 0          | 0                                 | 21.9 | 23.3  | 45.3       | 0.8                          | 0    | 28.1  | 29         | 0                                 | 25.7 | 0     | 25.7       |            |

| Start Time   | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |           |           |            | I-580 NB RAMPS<br>Northbound |      |           |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |           |       |            | Int. Total |
|--|------------------------------|------|-------|------------|-----------------------------------|-----------|-----------|------------|------------------------------|------|-----------|------------|-----------------------------------|-----------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                              | Thru      | Right     | App. Total | Left                         | Thru | Right     | App. Total | Left                              | Thru      | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                              |      |       |            |                                   |           |           |            |                              |      |           |            |                                   |           |       |            |            |
| Peak Hour for Entire Intersection Begins at 06:15    |                              |      |       |            |                                   |           |           |            |                              |      |           |            |                                   |           |       |            |            |
| 06:15  | 0                            | 0    | 0     | 0          | 0                                 | <b>12</b> | 6         | 18         | <b>1</b>                     | 0    | <b>19</b> | <b>20</b>  | 0                                 | 7         | 0     | 7          | 45         |
| 06:30  | 0                            | 0    | 0     | 0          | 0                                 | 9         | 5         | 14         | 0                            | 0    | 17        | 17         | 0                                 | 6         | 0     | 6          | 37         |
| 06:45  | 0                            | 0    | 0     | 0          | 0                                 | 8         | <b>10</b> | 18         | 1                            | 0    | 15        | 16         | 0                                 | 5         | 0     | 5          | 39         |
| 07:00  | 0                            | 0    | 0     | 0          | 0                                 | 11        | 10        | <b>21</b>  | 0                            | 0    | 16        | 16         | 0                                 | <b>11</b> | 0     | <b>11</b>  | <b>48</b>  |
| Total Volume   | 0                            | 0    | 0     | 0          | 0                                 | 40        | 31        | 71         | 2                            | 0    | 67        | 69         | 0                                 | 29        | 0     | 29         | 169        |
| % App. Total   | 0                            | 0    | 0     |            | 0                                 | 56.3      | 43.7      |            | 2.9                          | 0    | 97.1      |            | 0                                 | 100       | 0     |            |            |
| PHF  | .000                         | .000 | .000  | .000       | .000                              | .833      | .775      | .845       | .500                         | .000 | .882      | .863       | .000                              | .659      | .000  | .659       | .880       |

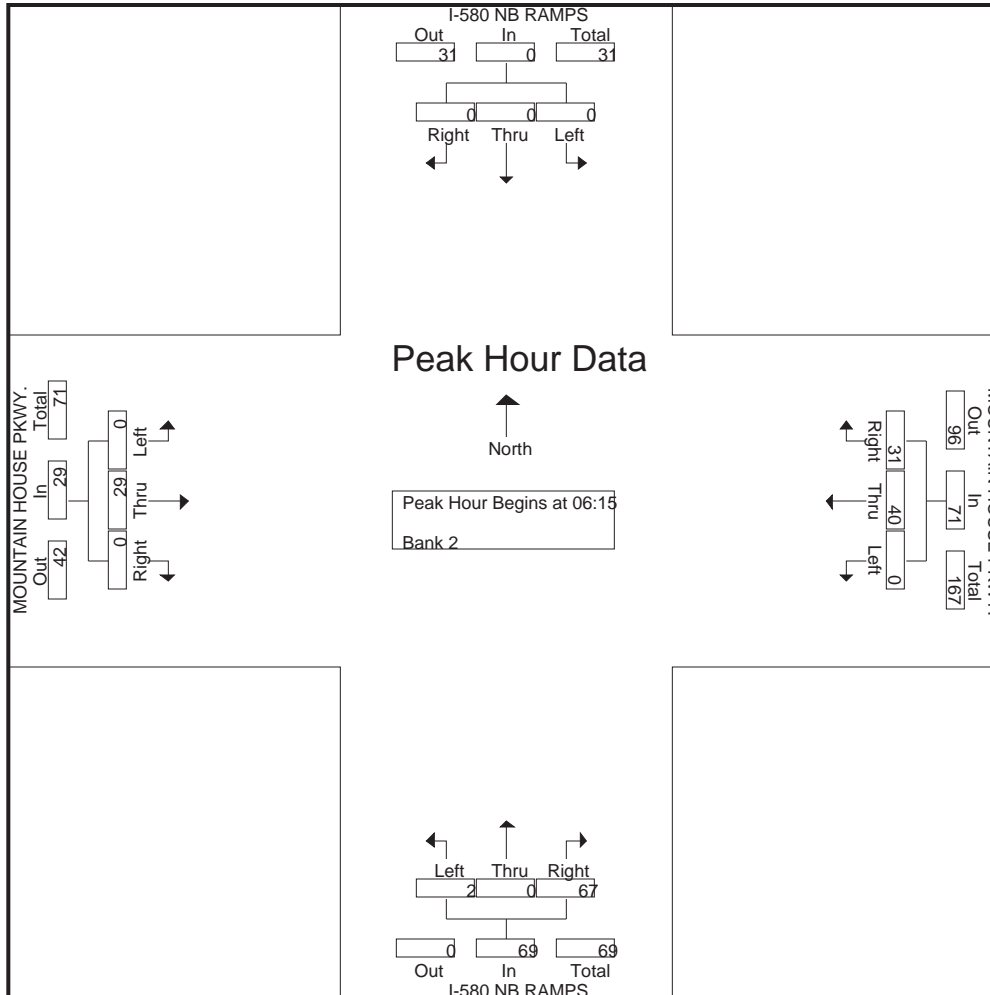


# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

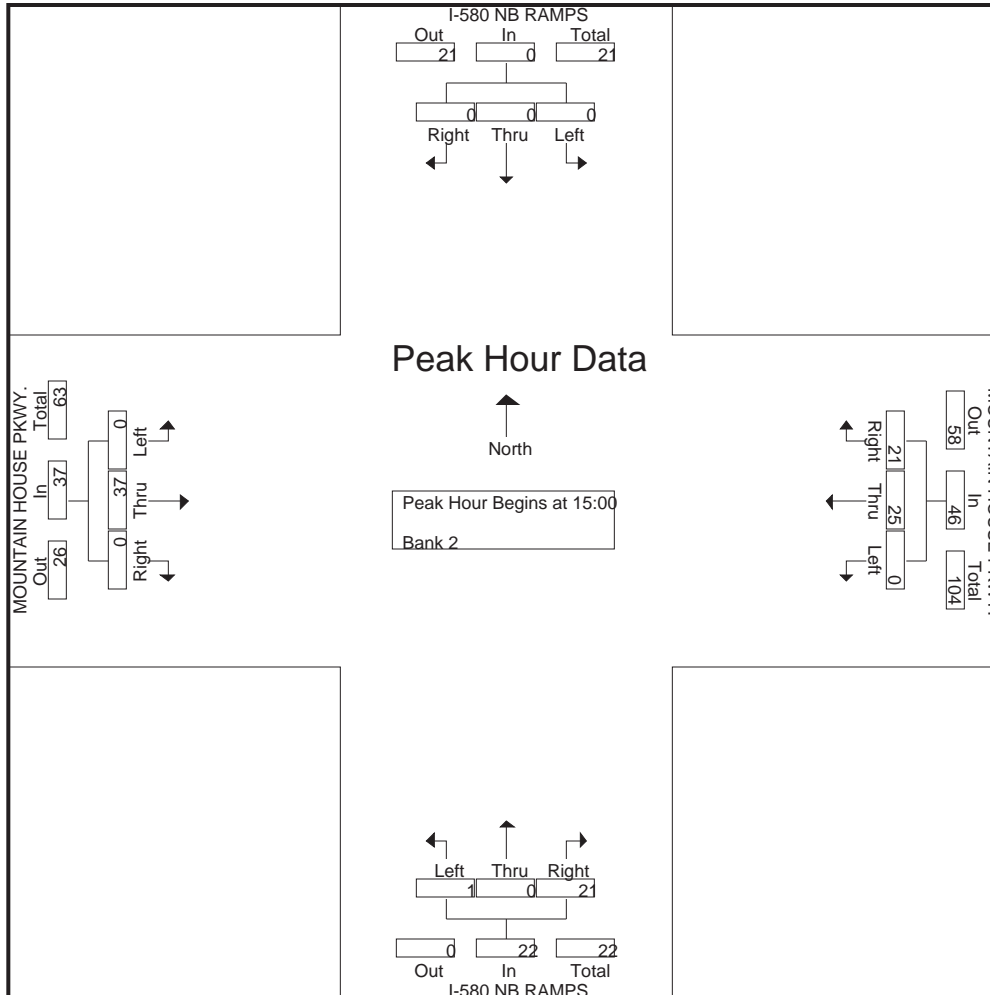
| Start Time   | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |          |          |            | I-580 NB RAMPS<br>Northbound |      |          |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |           |       |            | Int. Total |
|--|------------------------------|------|-------|------------|-----------------------------------|----------|----------|------------|------------------------------|------|----------|------------|-----------------------------------|-----------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                              | Thru     | Right    | App. Total | Left                         | Thru | Right    | App. Total | Left                              | Thru      | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                              |      |       |            |                                   |          |          |            |                              |      |          |            |                                   |           |       |            |            |
| Peak Hour for Entire Intersection Begins at 15:00    |                              |      |       |            |                                   |          |          |            |                              |      |          |            |                                   |           |       |            |            |
| 15:00  | 0                            | 0    | 0     | 0          | 0                                 | 6        | 3        | 9          | 0                            | 0    | <b>6</b> | 6          | 0                                 | 10        | 0     | 10         | 25         |
| 15:15  | 0                            | 0    | 0     | 0          | 0                                 | 7        | <b>6</b> | 13         | <b>1</b>                     | 0    | 6        | <b>7</b>   | 0                                 | 9         | 0     | 9          | 29         |
| 15:30  | 0                            | 0    | 0     | 0          | 0                                 | 3        | 6        | 9          | 0                            | 0    | 5        | 5          | 0                                 | 7         | 0     | 7          | 21         |
| 15:45  | 0                            | 0    | 0     | 0          | 0                                 | <b>9</b> | 6        | <b>15</b>  | 0                            | 0    | 4        | 4          | 0                                 | <b>11</b> | 0     | <b>11</b>  | <b>30</b>  |
| Total Volume   | 0                            | 0    | 0     | 0          | 0                                 | 25       | 21       | 46         | 1                            | 0    | 21       | 22         | 0                                 | 37        | 0     | 37         | 105        |
| % App. Total   | 0                            | 0    | 0     | 0          | 0                                 | 54.3     | 45.7     |            | 4.5                          | 0    | 95.5     |            | 0                                 | 100       | 0     |            |            |
| PHF  | .000                         | .000 | .000  | .000       | .000                              | .694     | .875     | .767       | .250                         | .000 | .875     | .786       | .000                              | .841      | .000  | .841       | .875       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



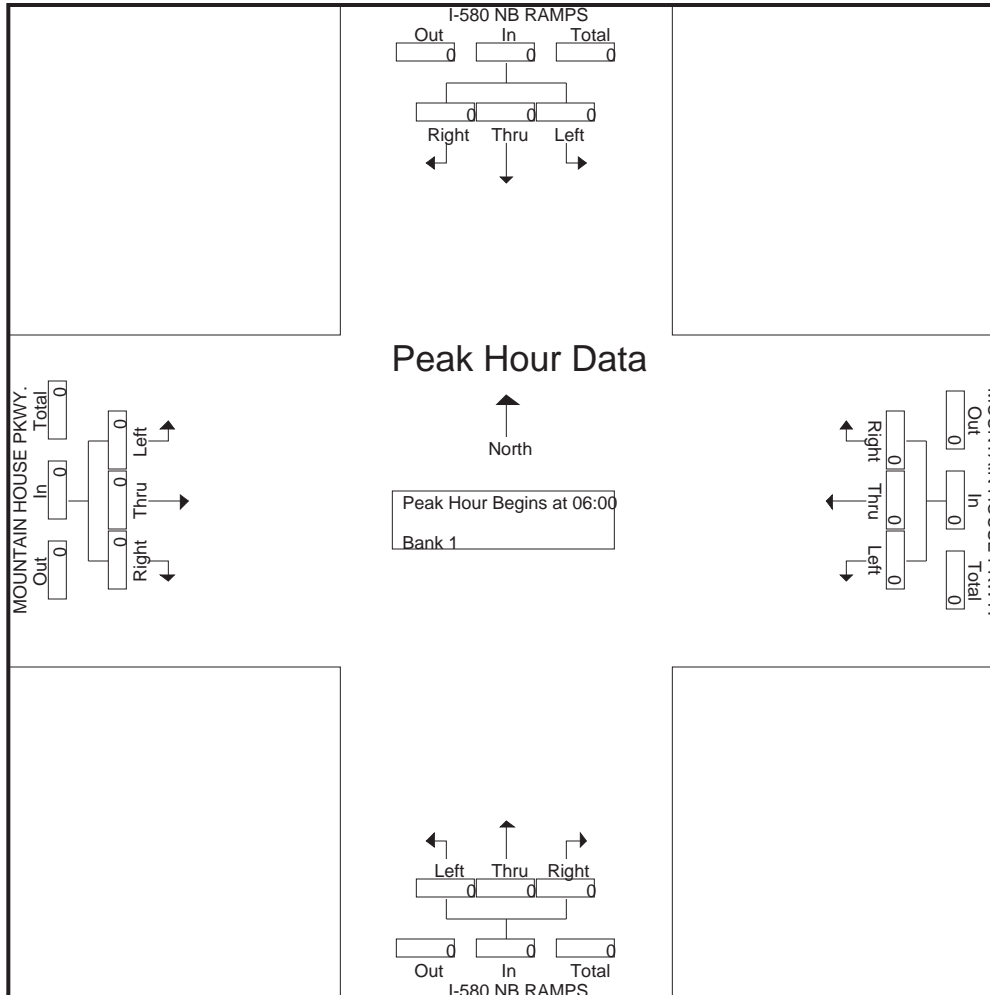


# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 2



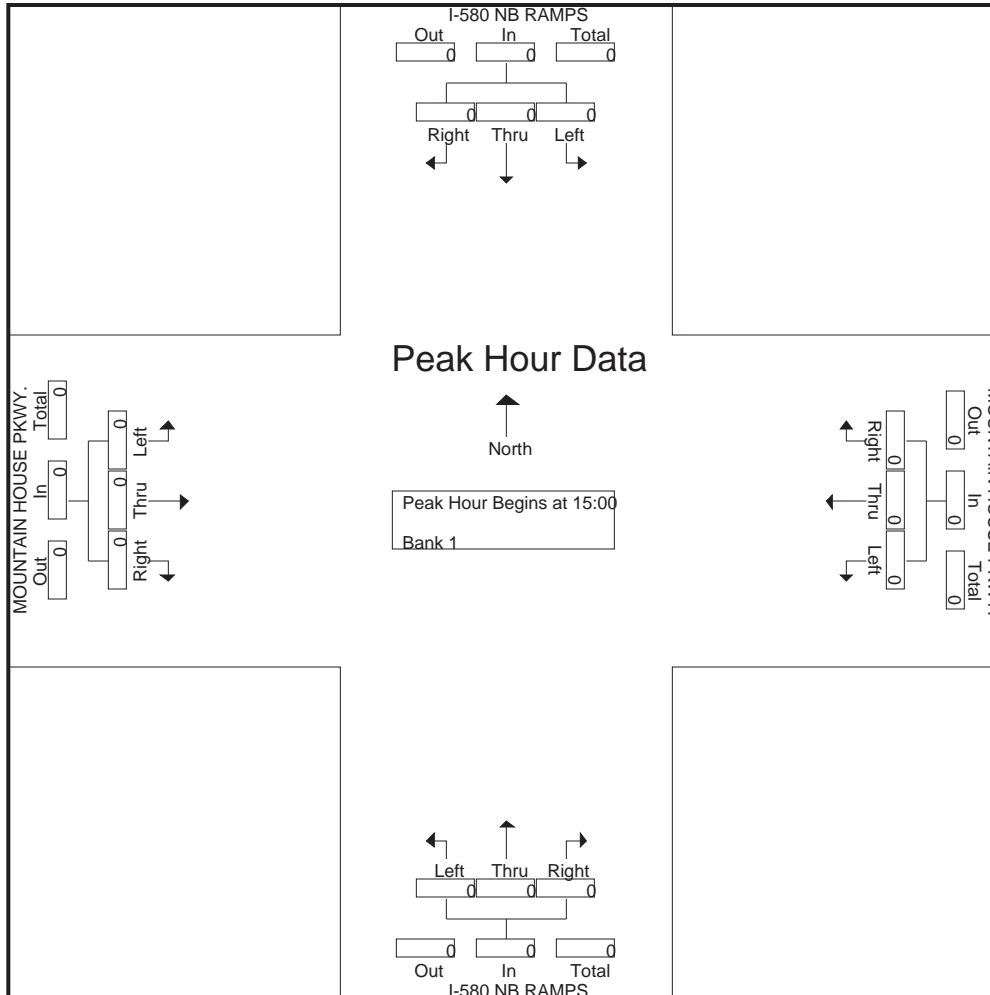


# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 4



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted - Bank 2

| Start Time | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 NB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|            | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| 06:00      | 0                            | 0    | 0     | 0          | 0                                 | 85   | 103   | 188        | 27                           | 0    | 44    | 71         | 2                                 | 27   | 0     | 29         | 288        |
| 06:15      | 0                            | 0    | 0     | 0          | 0                                 | 129  | 102   | 231        | 42                           | 0    | 58    | 100        | 2                                 | 22   | 0     | 24         | 355        |
| 06:30      | 0                            | 0    | 0     | 0          | 0                                 | 130  | 88    | 218        | 52                           | 0    | 60    | 112        | 4                                 | 19   | 0     | 23         | 353        |
| 06:45      | 0                            | 0    | 0     | 0          | 0                                 | 100  | 90    | 190        | 33                           | 0    | 59    | 92         | 3                                 | 23   | 0     | 26         | 308        |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 444  | 383   | 827        | 154                          | 0    | 221   | 375        | 11                                | 91   | 0     | 102        | 1304       |
| 07:00      | 0                            | 0    | 0     | 0          | 0                                 | 109  | 91    | 200        | 30                           | 0    | 52    | 82         | 6                                 | 25   | 0     | 31         | 313        |
| 07:15      | 0                            | 0    | 0     | 0          | 0                                 | 83   | 71    | 154        | 29                           | 0    | 32    | 61         | 5                                 | 48   | 0     | 53         | 268        |
| 07:30      | 0                            | 0    | 0     | 0          | 0                                 | 94   | 73    | 167        | 32                           | 0    | 33    | 65         | 5                                 | 29   | 0     | 34         | 266        |
| 07:45      | 0                            | 0    | 0     | 0          | 0                                 | 61   | 59    | 120        | 10                           | 0    | 49    | 59         | 4                                 | 29   | 0     | 33         | 212        |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 347  | 294   | 641        | 101                          | 0    | 166   | 267        | 20                                | 131  | 0     | 151        | 1059       |
| 08:00      | 0                            | 0    | 0     | 0          | 0                                 | 50   | 54    | 104        | 10                           | 0    | 37    | 47         | 4                                 | 36   | 0     | 40         | 191        |
| 08:15      | 0                            | 0    | 0     | 0          | 0                                 | 47   | 37    | 84         | 2                            | 0    | 50    | 52         | 2                                 | 28   | 0     | 30         | 166        |
| 08:30      | 0                            | 0    | 0     | 0          | 0                                 | 49   | 41    | 90         | 6                            | 0    | 37    | 43         | 2                                 | 17   | 0     | 19         | 152        |
| 08:45      | 0                            | 0    | 0     | 0          | 0                                 | 31   | 57    | 88         | 7                            | 0    | 39    | 46         | 1                                 | 43   | 0     | 44         | 178        |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 177  | 189   | 366        | 25                           | 0    | 163   | 188        | 9                                 | 124  | 0     | 133        | 687        |
| 15:00      | 0                            | 0    | 0     | 0          | 0                                 | 50   | 30    | 80         | 3                            | 0    | 24    | 27         | 1                                 | 74   | 0     | 75         | 182        |
| 15:15      | 0                            | 0    | 0     | 0          | 0                                 | 36   | 24    | 60         | 3                            | 1    | 29    | 33         | 2                                 | 63   | 0     | 65         | 158        |
| 15:30      | 0                            | 0    | 0     | 0          | 0                                 | 42   | 41    | 83         | 4                            | 0    | 28    | 32         | 3                                 | 89   | 0     | 92         | 207        |
| 15:45      | 0                            | 0    | 0     | 0          | 0                                 | 42   | 26    | 68         | 2                            | 0    | 23    | 25         | 4                                 | 98   | 0     | 102        | 195        |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 170  | 121   | 291        | 12                           | 1    | 104   | 117        | 10                                | 324  | 0     | 334        | 742        |
| 16:00      | 0                            | 0    | 0     | 0          | 0                                 | 47   | 39    | 86         | 1                            | 0    | 25    | 26         | 2                                 | 70   | 0     | 72         | 184        |
| 16:15      | 0                            | 0    | 0     | 0          | 0                                 | 45   | 23    | 68         | 1                            | 0    | 24    | 25         | 2                                 | 113  | 0     | 115        | 208        |
| 16:30      | 0                            | 0    | 0     | 0          | 0                                 | 63   | 25    | 88         | 1                            | 0    | 22    | 23         | 3                                 | 99   | 0     | 102        | 213        |
| 16:45      | 0                            | 0    | 0     | 0          | 0                                 | 32   | 36    | 68         | 1                            | 0    | 24    | 25         | 4                                 | 111  | 0     | 115        | 208        |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 187  | 123   | 310        | 4                            | 0    | 95    | 99         | 11                                | 393  | 0     | 404        | 813        |
| 17:00      | 0                            | 0    | 0     | 0          | 0                                 | 36   | 34    | 70         | 1                            | 1    | 16    | 18         | 0                                 | 101  | 0     | 101        | 189        |
| 17:15      | 0                            | 0    | 0     | 0          | 0                                 | 37   | 25    | 62         | 3                            | 0    | 18    | 21         | 1                                 | 110  | 0     | 111        | 194        |
| 17:30      | 0                            | 0    | 0     | 0          | 0                                 | 39   | 26    | 65         | 2                            | 0    | 15    | 17         | 2                                 | 99   | 0     | 101        | 183        |
| 17:45      | 0                            | 0    | 0     | 0          | 0                                 | 25   | 27    | 52         | 0                            | 0    | 16    | 16         | 1                                 | 87   | 0     | 88         | 156        |
| Total      | 0                            | 0    | 0     | 0          | 0                                 | 137  | 112   | 249        | 6                            | 1    | 65    | 72         | 4                                 | 397  | 0     | 401        | 722        |



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

## Groups Printed- Unshifted - Bank 2

|             | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 NB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|             | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Grand Total | 0                            | 0    | 0     | 0          | 0                                 | 1462 | 1222  | 2684       | 302                          | 2    | 814   | 1118       | 65                                | 1460 | 0     | 1525       | 5327       |
| Apprch %    | 0                            | 0    | 0     |            | 0                                 | 54.5 | 45.5  |            | 27                           | 0.2  | 72.8  |            | 4.3                               | 95.7 | 0     |            |            |
| Total %     | 0                            | 0    | 0     | 0          | 0                                 | 27.4 | 22.9  | 50.4       | 5.7                          | 0    | 15.3  | 21         | 1.2                               | 27.4 | 0     | 28.6       |            |
| Unshifted   | 0                            | 0    | 0     | 0          | 0                                 | 1306 | 1056  | 2362       | 296                          | 2    | 614   | 912        | 65                                | 1277 | 0     | 1342       | 4616       |
| % Unshifted | 0                            | 0    | 0     | 0          | 0                                 | 89.3 | 86.4  | 88         | 98                           | 100  | 75.4  | 81.6       | 100                               | 87.5 | 0     | 88         | 86.7       |
| Bank 2      | 0                            | 0    | 0     | 0          | 0                                 | 156  | 166   | 322        | 6                            | 0    | 200   | 206        | 0                                 | 183  | 0     | 183        | 711        |
| % Bank 2    | 0                            | 0    | 0     | 0          | 0                                 | 10.7 | 13.6  | 12         | 2                            | 0    | 24.6  | 18.4       | 0                                 | 12.5 | 0     | 12         | 13.3       |

| Start Time | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 NB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|            | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |

Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:15

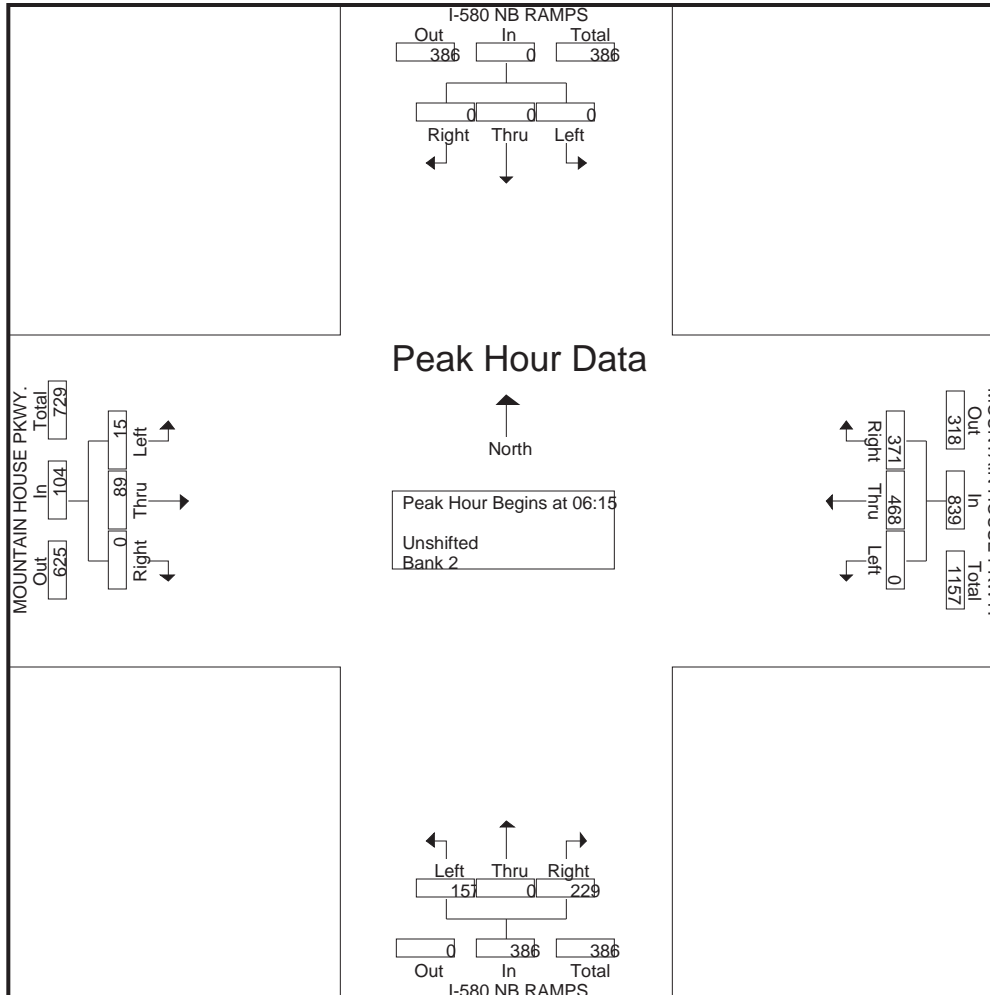
|              |      |      |      |      |      |            |            |            |           |      |           |            |          |           |      |           |            |
|--------------|------|------|------|------|------|------------|------------|------------|-----------|------|-----------|------------|----------|-----------|------|-----------|------------|
| 06:15        | 0    | 0    | 0    | 0    | 0    | 129        | <b>102</b> | <b>231</b> | 42        | 0    | 58        | 100        | 2        | 22        | 0    | 24        | <b>355</b> |
| 06:30        | 0    | 0    | 0    | 0    | 0    | <b>130</b> | 88         | 218        | <b>52</b> | 0    | <b>60</b> | <b>112</b> | 4        | 19        | 0    | 23        | 353        |
| 06:45        | 0    | 0    | 0    | 0    | 0    | 100        | 90         | 190        | 33        | 0    | 59        | 92         | 3        | 23        | 0    | 26        | 308        |
| 07:00        | 0    | 0    | 0    | 0    | 0    | 109        | 91         | 200        | 30        | 0    | 52        | 82         | <b>6</b> | <b>25</b> | 0    | <b>31</b> | 313        |
| Total Volume | 0    | 0    | 0    | 0    | 0    | 468        | 371        | 839        | 157       | 0    | 229       | 386        | 15       | 89        | 0    | 104       | 1329       |
| % App. Total | 0    | 0    | 0    |      | 0    | 55.8       | 44.2       |            | 40.7      | 0    | 59.3      |            | 14.4     | 85.6      | 0    |           |            |
| PHF          | .000 | .000 | .000 | .000 | .000 | .900       | .909       | .908       | .755      | .000 | .954      | .862       | .625     | .890      | .000 | .839      | .936       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 I 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

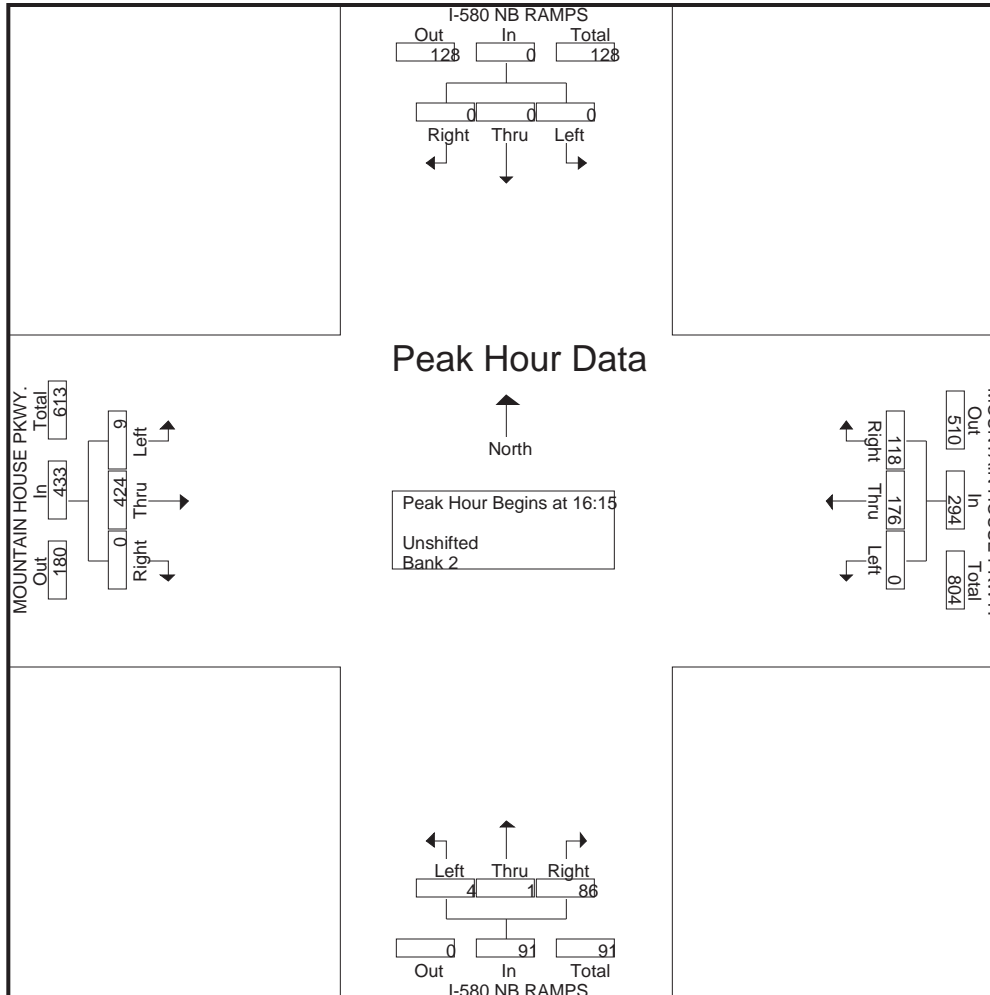
| Start Time   | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |            | I-580 NB RAMPS<br>Northbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------------------------|------|-------|------------|-----------------------------------|------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total | Left                         | Thru | Right | App. Total | Left                              | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                              |      |       |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                              |      |       |            |                                   |      |       |            |                              |      |       |            |                                   |      |       |            |            |
| 16:15  | 0                            | 0    | 0     | 0          | 0                                 | 45   | 23    | 68         | 1                            | 0    | 24    | 25         | 2                                 | 113  | 0     | 115        | 208        |
| 16:30  | 0                            | 0    | 0     | 0          | 0                                 | 63   | 25    | 88         | 1                            | 0    | 22    | 23         | 3                                 | 99   | 0     | 102        | 213        |
| 16:45  | 0                            | 0    | 0     | 0          | 0                                 | 32   | 36    | 68         | 1                            | 0    | 24    | 25         | 4                                 | 111  | 0     | 115        | 208        |
| 17:00  | 0                            | 0    | 0     | 0          | 0                                 | 36   | 34    | 70         | 1                            | 1    | 16    | 18         | 0                                 | 101  | 0     | 101        | 189        |
| Total Volume   | 0                            | 0    | 0     | 0          | 0                                 | 176  | 118   | 294        | 4                            | 1    | 86    | 91         | 9                                 | 424  | 0     | 433        | 818        |
| % App. Total   | 0                            | 0    | 0     | 0          | 0                                 | 59.9 | 40.1  |            | 4.4                          | 1.1  | 94.5  |            | 2.1                               | 97.9 | 0     |            |            |
| PHF  | .000                         | .000 | .000  | .000       | .000                              | .698 | .819  | .835       | 1.000                        | .250 | .896  | .910       | .563                              | .938 | .000  | .941       | .960       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Unshifted

| Start Time  | I-580 NB RAMPS<br>Southbound |     |     |     |            | MOUNTAIN HOUSE PKWY.<br>Westbound |      |       |      |            | I-580 NB RAMPS<br>Northbound |      |       |      |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------|-----|-----|-----|------------|-----------------------------------|------|-------|------|------------|------------------------------|------|-------|------|------------|-----------------------------------|------|-------|------|------------|--------------|--------------|------------|
|             | Left                         | Thr | Rig | Ped | App. Total | Left                              | Thru | Right | Peds | App. Total | Left                         | Thru | Right | Peds | App. Total | Left                              | Thru | Right | Peds | App. Total |              |              |            |
| 06:00       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 83   | 93    | 0    | 176        | 25                           | 0    | 31    | 0    | 56         | 2                                 | 21   | 0     | 0    | 23         | 0            | 255          | 255        |
| 06:15       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 117  | 96    | 0    | 213        | 41                           | 0    | 39    | 0    | 80         | 2                                 | 15   | 0     | 0    | 17         | 0            | 310          | 310        |
| 06:30       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 121  | 83    | 0    | 204        | 52                           | 0    | 43    | 0    | 95         | 4                                 | 13   | 0     | 0    | 17         | 0            | 316          | 316        |
| 06:45       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 92   | 80    | 0    | 172        | 32                           | 0    | 44    | 0    | 76         | 3                                 | 18   | 0     | 0    | 21         | 0            | 269          | 269        |
| Total       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 413  | 352   | 0    | 765        | 150                          | 0    | 157   | 0    | 307        | 11                                | 67   | 0     | 0    | 78         | 0            | 1150         | 1150       |
| 07:00       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 98   | 81    | 0    | 179        | 30                           | 0    | 36    | 0    | 66         | 6                                 | 14   | 0     | 0    | 20         | 0            | 265          | 265        |
| 07:15       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 76   | 63    | 0    | 139        | 29                           | 0    | 24    | 0    | 53         | 5                                 | 34   | 0     | 0    | 39         | 0            | 231          | 231        |
| 07:30       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 84   | 67    | 0    | 151        | 32                           | 0    | 25    | 0    | 57         | 5                                 | 20   | 0     | 0    | 25         | 0            | 233          | 233        |
| 07:45       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 53   | 51    | 0    | 104        | 10                           | 0    | 33    | 0    | 43         | 4                                 | 22   | 0     | 0    | 26         | 0            | 173          | 173        |
| Total       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 311  | 262   | 0    | 573        | 101                          | 0    | 118   | 0    | 219        | 20                                | 90   | 0     | 0    | 110        | 0            | 902          | 902        |
| 08:00       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 42   | 39    | 0    | 81         | 10                           | 0    | 27    | 0    | 37         | 4                                 | 24   | 0     | 0    | 28         | 0            | 146          | 146        |
| 08:15       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 37   | 28    | 0    | 65         | 2                            | 0    | 35    | 0    | 37         | 2                                 | 20   | 0     | 0    | 22         | 0            | 124          | 124        |
| 08:30       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 45   | 37    | 0    | 82         | 6                            | 0    | 24    | 0    | 30         | 2                                 | 12   | 0     | 0    | 14         | 0            | 126          | 126        |
| 08:45       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 23   | 46    | 0    | 69         | 6                            | 0    | 25    | 0    | 31         | 1                                 | 30   | 0     | 0    | 31         | 0            | 131          | 131        |
| Total       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 147  | 150   | 0    | 297        | 24                           | 0    | 111   | 0    | 135        | 9                                 | 86   | 0     | 0    | 95         | 0            | 527          | 527        |
| 15:00       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 44   | 27    | 0    | 71         | 3                            | 0    | 18    | 0    | 21         | 1                                 | 64   | 0     | 0    | 65         | 0            | 157          | 157        |
| 15:15       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 29   | 18    | 0    | 47         | 2                            | 1    | 23    | 0    | 26         | 2                                 | 54   | 0     | 0    | 56         | 0            | 129          | 129        |
| 15:30       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 39   | 35    | 0    | 74         | 4                            | 0    | 23    | 0    | 27         | 3                                 | 82   | 0     | 0    | 85         | 0            | 186          | 186        |
| 15:45       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 33   | 20    | 0    | 53         | 2                            | 0    | 19    | 0    | 21         | 4                                 | 87   | 0     | 0    | 91         | 0            | 165          | 165        |
| Total       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 145  | 100   | 0    | 245        | 11                           | 1    | 83    | 0    | 95         | 10                                | 287  | 0     | 0    | 297        | 0            | 637          | 637        |
| 16:00       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 40   | 29    | 0    | 69         | 1                            | 0    | 22    | 0    | 23         | 2                                 | 67   | 0     | 0    | 69         | 0            | 161          | 161        |
| 16:15       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 39   | 19    | 0    | 58         | 1                            | 0    | 20    | 0    | 21         | 2                                 | 104  | 0     | 0    | 106        | 0            | 185          | 185        |
| 16:30       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 57   | 23    | 0    | 80         | 1                            | 0    | 20    | 0    | 21         | 3                                 | 96   | 0     | 0    | 99         | 0            | 200          | 200        |
| 16:45       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 30   | 29    | 0    | 59         | 1                            | 0    | 20    | 0    | 21         | 4                                 | 104  | 0     | 0    | 108        | 0            | 188          | 188        |
| Total       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 166  | 100   | 0    | 266        | 4                            | 0    | 82    | 0    | 86         | 11                                | 371  | 0     | 0    | 382        | 0            | 734          | 734        |
| 17:00       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 30   | 28    | 0    | 58         | 1                            | 1    | 16    | 0    | 18         | 0                                 | 94   | 0     | 0    | 94         | 0            | 170          | 170        |
| 17:15       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 36   | 20    | 0    | 56         | 3                            | 0    | 17    | 0    | 20         | 1                                 | 105  | 0     | 0    | 106        | 0            | 182          | 182        |
| 17:30       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 36   | 21    | 0    | 57         | 2                            | 0    | 14    | 0    | 16         | 2                                 | 94   | 0     | 0    | 96         | 0            | 169          | 169        |
| 17:45       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 22   | 23    | 0    | 45         | 0                            | 0    | 16    | 0    | 16         | 1                                 | 83   | 0     | 0    | 84         | 0            | 145          | 145        |
| Total       | 0                            | 0   | 0   | 0   | 0          | 0                                 | 124  | 92    | 0    | 216        | 6                            | 1    | 63    | 0    | 70         | 4                                 | 376  | 0     | 0    | 380        | 0            | 666          | 666        |
| Grand Total | 0                            | 0   | 0   | 0   | 0          | 0                                 | 1306 | 1056  | 0    | 2362       | 296                          | 2    | 614   | 0    | 912        | 65                                | 1277 | 0     | 0    | 1342       | 0            | 4616         | 4616       |
| Apprch %    | 0                            | 0   | 0   |     |            | 0                                 | 55.3 | 44.7  |      | 51.2       | 32.5                         | 0.2  | 67.3  |      | 19.8       | 4.8                               | 95.2 | 0     |      |            | 0            | 100          |            |
| Total %     | 0                            | 0   | 0   |     |            | 0                                 | 28.3 | 22.9  |      | 51.2       | 6.4                          | 0    | 13.3  |      | 19.8       | 1.4                               | 27.7 | 0     |      |            | 0            | 100          |            |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 I 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

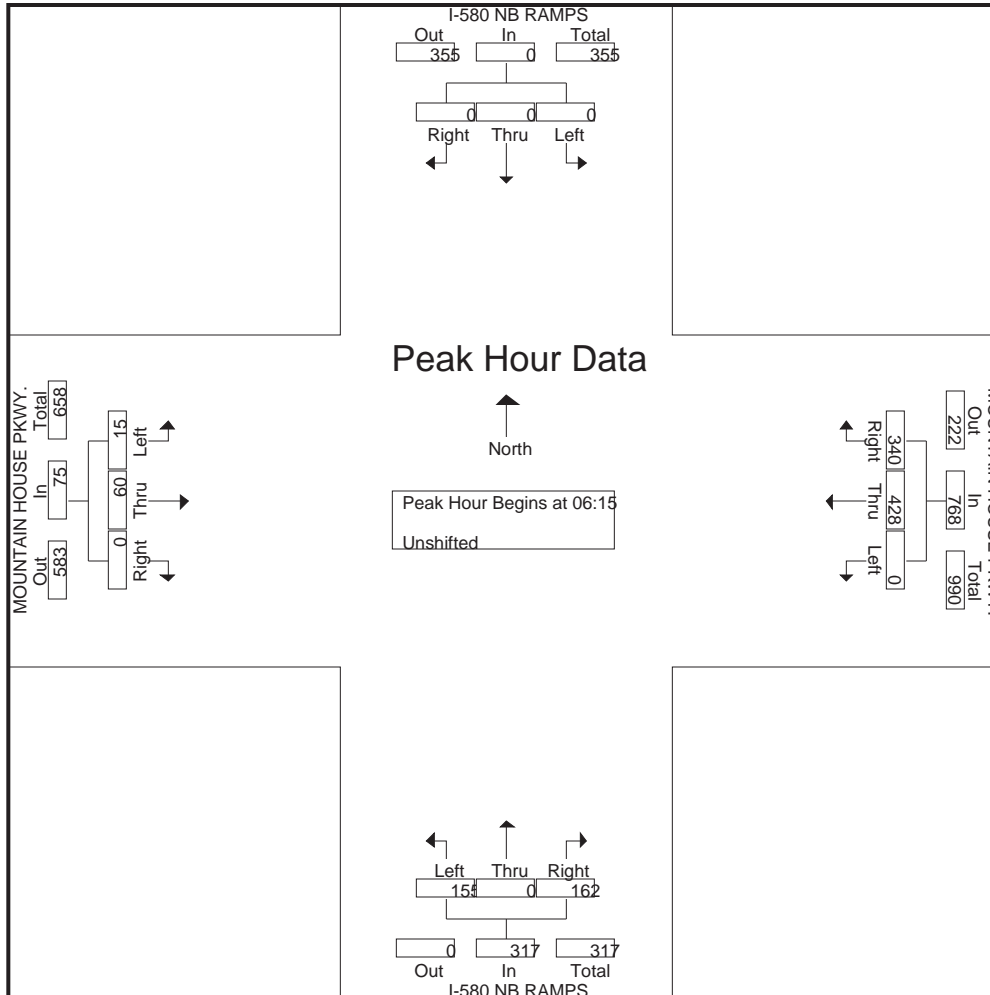
| Start Time   | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |            |           |            | I-580 NB RAMPS<br>Northbound |      |           |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |           |       |            | Int. Total |
|--|------------------------------|------|-------|------------|-----------------------------------|------------|-----------|------------|------------------------------|------|-----------|------------|-----------------------------------|-----------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                              | Thru       | Right     | App. Total | Left                         | Thru | Right     | App. Total | Left                              | Thru      | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                              |      |       |            |                                   |            |           |            |                              |      |           |            |                                   |           |       |            |            |
| Peak Hour for Entire Intersection Begins at 06:15    |                              |      |       |            |                                   |            |           |            |                              |      |           |            |                                   |           |       |            |            |
| 06:15  | 0                            | 0    | 0     | 0          | 0                                 | 117        | <b>96</b> | <b>213</b> | 41                           | 0    | 39        | 80         | 2                                 | 15        | 0     | 17         | 310        |
| 06:30  | 0                            | 0    | 0     | 0          | 0                                 | <b>121</b> | 83        | 204        | <b>52</b>                    | 0    | 43        | <b>95</b>  | 4                                 | 13        | 0     | 17         | <b>316</b> |
| 06:45  | 0                            | 0    | 0     | 0          | 0                                 | 92         | 80        | 172        | 32                           | 0    | <b>44</b> | 76         | 3                                 | <b>18</b> | 0     | <b>21</b>  | 269        |
| 07:00  | 0                            | 0    | 0     | 0          | 0                                 | 98         | 81        | 179        | 30                           | 0    | 36        | 66         | <b>6</b>                          | 14        | 0     | 20         | 265        |
| Total Volume   | 0                            | 0    | 0     | 0          | 0                                 | 428        | 340       | 768        | 155                          | 0    | 162       | 317        | 15                                | 60        | 0     | 75         | 1160       |
| % App. Total   | 0                            | 0    | 0     | 0          | 0                                 | 55.7       | 44.3      |            | 48.9                         | 0    | 51.1      |            | 20                                | 80        | 0     |            |            |
| PHF  | .000                         | .000 | .000  | .000       | .000                              | .884       | .885      | .901       | .745                         | .000 | .920      | .834       | .625                              | .833      | .000  | .893       | .918       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 I 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

| Start Time   | I-580 NB RAMPS<br>Southbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Westbound |           |           |            | I-580 NB RAMPS<br>Northbound |          |           |            | MOUNTAIN HOUSE PKWY.<br>Eastbound |            |       |            | Int. Total |
|--|------------------------------|------|-------|------------|-----------------------------------|-----------|-----------|------------|------------------------------|----------|-----------|------------|-----------------------------------|------------|-------|------------|------------|
|  | Left                         | Thru | Right | App. Total | Left                              | Thru      | Right     | App. Total | Left                         | Thru     | Right     | App. Total | Left                              | Thru       | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                              |      |       |            |                                   |           |           |            |                              |          |           |            |                                   |            |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                              |      |       |            |                                   |           |           |            |                              |          |           |            |                                   |            |       |            |            |
| 16:15  | 0                            | 0    | 0     | 0          | 0                                 | 39        | 19        | 58         | <b>1</b>                     | 0        | <b>20</b> | <b>21</b>  | 2                                 | <b>104</b> | 0     | 106        | 185        |
| 16:30  | 0                            | 0    | 0     | 0          | 0                                 | <b>57</b> | 23        | <b>80</b>  | 1                            | 0        | 20        | 21         | 3                                 | 96         | 0     | 99         | <b>200</b> |
| 16:45  | 0                            | 0    | 0     | 0          | 0                                 | 30        | <b>29</b> | 59         | 1                            | 0        | 20        | 21         | <b>4</b>                          | 104        | 0     | <b>108</b> | 188        |
| 17:00  | 0                            | 0    | 0     | 0          | 0                                 | 30        | 28        | 58         | 1                            | <b>1</b> | 16        | 18         | 0                                 | 94         | 0     | 94         | 170        |
| Total Volume   | 0                            | 0    | 0     | 0          | 0                                 | 156       | 99        | 255        | 4                            | 1        | 76        | 81         | 9                                 | 398        | 0     | 407        | 743        |
| % App. Total   | 0                            | 0    | 0     | 0          | 0                                 | 61.2      | 38.8      |            | 4.9                          | 1.2      | 93.8      |            | 2.2                               | 97.8       | 0     |            |            |
| PHF  | .000                         | .000 | .000  | .000       | .000                              | .684      | .853      | .797       | 1.000                        | .250     | .950      | .964       | .563                              | .957       | .000  | .942       | .929       |

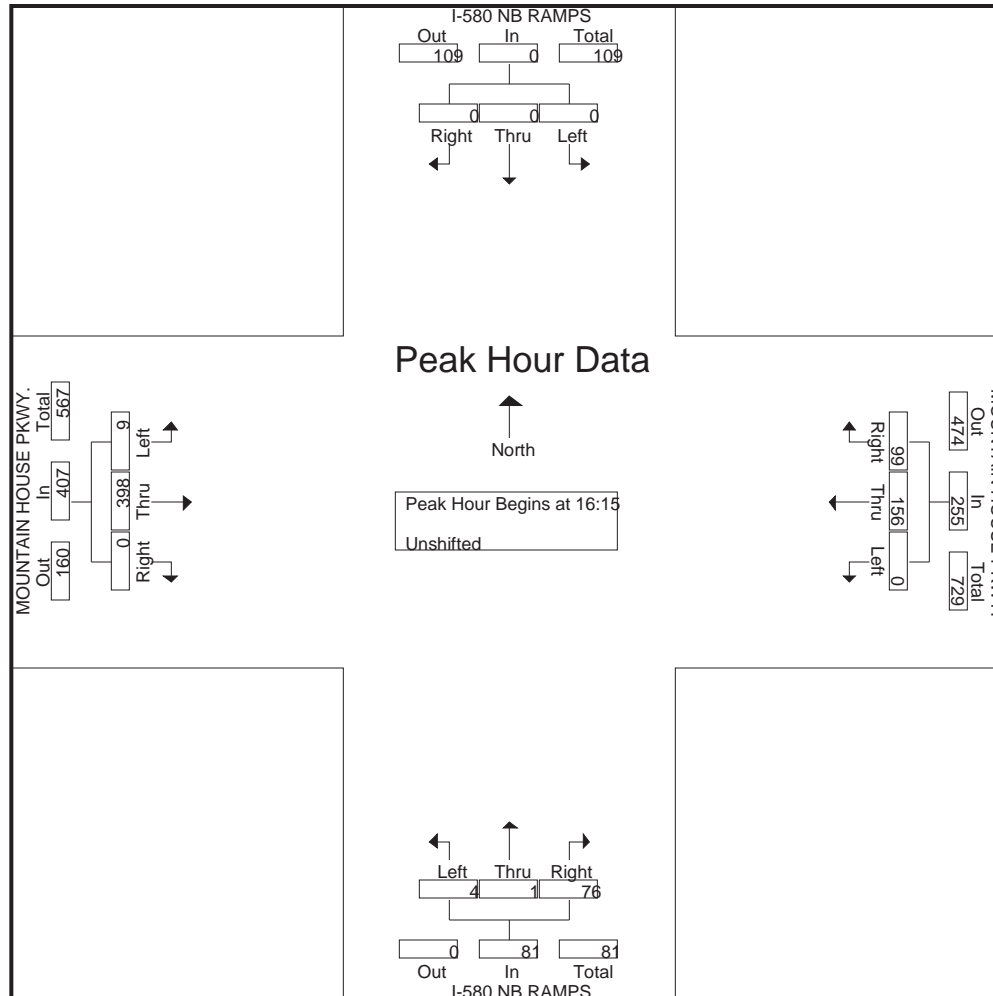


# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-004 | 580 NB-MOUNTAIN HOUSE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Bank 2

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| 06:00      | 13                                 | 3    | 2     | 18         | 8                           | 1    | 8     | 17         | 6                                  | 5    | 9     | 20         | 2                           | 3    | 0     | 5          | 60         |
| 06:15      | 17                                 | 7    | 0     | 24         | 12                          | 0    | 6     | 18         | 6                                  | 9    | 10    | 25         | 1                           | 2    | 0     | 3          | 70         |
| 06:30      | 19                                 | 6    | 2     | 27         | 5                           | 5    | 11    | 21         | 1                                  | 6    | 12    | 19         | 1                           | 0    | 1     | 2          | 69         |
| 06:45      | 15                                 | 5    | 4     | 24         | 11                          | 0    | 16    | 27         | 2                                  | 5    | 11    | 18         | 0                           | 0    | 0     | 0          | 69         |
| Total      | 64                                 | 21   | 8     | 93         | 36                          | 6    | 41    | 83         | 15                                 | 25   | 42    | 82         | 4                           | 5    | 1     | 10         | 268        |
| 07:00      | 12                                 | 0    | 2     | 14         | 16                          | 6    | 18    | 40         | 3                                  | 5    | 23    | 31         | 1                           | 1    | 1     | 3          | 88         |
| 07:15      | 11                                 | 6    | 0     | 17         | 12                          | 3    | 19    | 34         | 1                                  | 2    | 24    | 27         | 0                           | 3    | 0     | 3          | 81         |
| 07:30      | 7                                  | 8    | 1     | 16         | 8                           | 7    | 11    | 26         | 1                                  | 0    | 12    | 13         | 0                           | 1    | 0     | 1          | 56         |
| 07:45      | 10                                 | 6    | 6     | 22         | 6                           | 6    | 14    | 26         | 6                                  | 1    | 17    | 24         | 3                           | 1    | 1     | 5          | 77         |
| Total      | 40                                 | 20   | 9     | 69         | 42                          | 22   | 62    | 126        | 11                                 | 8    | 76    | 95         | 4                           | 6    | 2     | 12         | 302        |
| 08:00      | 12                                 | 9    | 2     | 23         | 14                          | 3    | 22    | 39         | 6                                  | 4    | 14    | 24         | 0                           | 1    | 1     | 2          | 88         |
| 08:15      | 17                                 | 9    | 3     | 29         | 7                           | 2    | 11    | 20         | 3                                  | 9    | 9     | 21         | 1                           | 1    | 4     | 6          | 76         |
| 08:30      | 16                                 | 8    | 3     | 27         | 10                          | 1    | 19    | 30         | 2                                  | 3    | 18    | 23         | 1                           | 1    | 0     | 2          | 82         |
| 08:45      | 11                                 | 5    | 1     | 17         | 13                          | 1    | 16    | 30         | 3                                  | 8    | 13    | 24         | 3                           | 1    | 0     | 4          | 75         |
| Total      | 56                                 | 31   | 9     | 96         | 44                          | 7    | 68    | 119        | 14                                 | 24   | 54    | 92         | 5                           | 4    | 5     | 14         | 321        |
| 15:00      | 7                                  | 2    | 0     | 9          | 6                           | 1    | 9     | 16         | 2                                  | 6    | 9     | 17         | 1                           | 2    | 1     | 4          | 46         |
| 15:15      | 8                                  | 5    | 2     | 15         | 8                           | 1    | 7     | 16         | 3                                  | 6    | 6     | 15         | 1                           | 1    | 0     | 2          | 48         |
| 15:30      | 5                                  | 3    | 0     | 8          | 9                           | 1    | 13    | 23         | 2                                  | 3    | 8     | 13         | 0                           | 1    | 0     | 1          | 45         |
| 15:45      | 3                                  | 6    | 1     | 10         | 7                           | 1    | 6     | 14         | 3                                  | 4    | 9     | 16         | 1                           | 0    | 2     | 3          | 43         |
| Total      | 23                                 | 16   | 3     | 42         | 30                          | 4    | 35    | 69         | 10                                 | 19   | 32    | 61         | 3                           | 4    | 3     | 10         | 182        |
| 16:00      | 5                                  | 7    | 4     | 16         | 10                          | 3    | 5     | 18         | 2                                  | 2    | 2     | 6          | 0                           | 1    | 2     | 3          | 43         |
| 16:15      | 5                                  | 3    | 4     | 12         | 5                           | 5    | 6     | 16         | 2                                  | 0    | 8     | 10         | 0                           | 0    | 2     | 2          | 40         |
| 16:30      | 1                                  | 3    | 2     | 6          | 4                           | 1    | 5     | 10         | 1                                  | 0    | 5     | 6          | 1                           | 1    | 0     | 2          | 24         |
| 16:45      | 6                                  | 1    | 4     | 11         | 7                           | 0    | 7     | 14         | 2                                  | 3    | 8     | 13         | 1                           | 0    | 2     | 3          | 41         |
| Total      | 17                                 | 14   | 14    | 45         | 26                          | 9    | 23    | 58         | 7                                  | 5    | 23    | 35         | 2                           | 2    | 6     | 10         | 148        |
| 17:00      | 4                                  | 3    | 3     | 10         | 7                           | 0    | 2     | 9          | 2                                  | 2    | 3     | 7          | 2                           | 0    | 1     | 3          | 29         |
| 17:15      | 4                                  | 2    | 0     | 6          | 6                           | 1    | 6     | 13         | 2                                  | 0    | 5     | 7          | 3                           | 0    | 1     | 4          | 30         |
| 17:30      | 6                                  | 1    | 1     | 8          | 6                           | 0    | 8     | 14         | 0                                  | 3    | 1     | 4          | 1                           | 1    | 1     | 3          | 29         |
| 17:45      | 7                                  | 2    | 0     | 9          | 4                           | 0    | 8     | 12         | 1                                  | 0    | 4     | 5          | 1                           | 0    | 1     | 2          | 28         |
| Total      | 21                                 | 8    | 4     | 33         | 23                          | 1    | 24    | 48         | 5                                  | 5    | 13    | 23         | 7                           | 1    | 4     | 12         | 116        |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

Groups Printed- Bank 2

|             | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Grand Total | 221                                | 110  | 47    | 378        | 201                         | 49   | 253   | 503        | 62                                 | 86   | 240   | 388        | 25                          | 22   | 21    | 68         | 1337       |
| Apprch %    | 58.5                               | 29.1 | 12.4  |            | 40                          | 9.7  | 50.3  |            | 16                                 | 22.2 | 61.9  |            | 36.8                        | 32.4 | 30.9  |            |            |
| Total %     | 16.5                               | 8.2  | 3.5   | 28.3       | 15                          | 3.7  | 18.9  | 37.6       | 4.6                                | 6.4  | 18    | 29         | 1.9                         | 1.6  | 1.6   | 5.1        |            |

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |

Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45

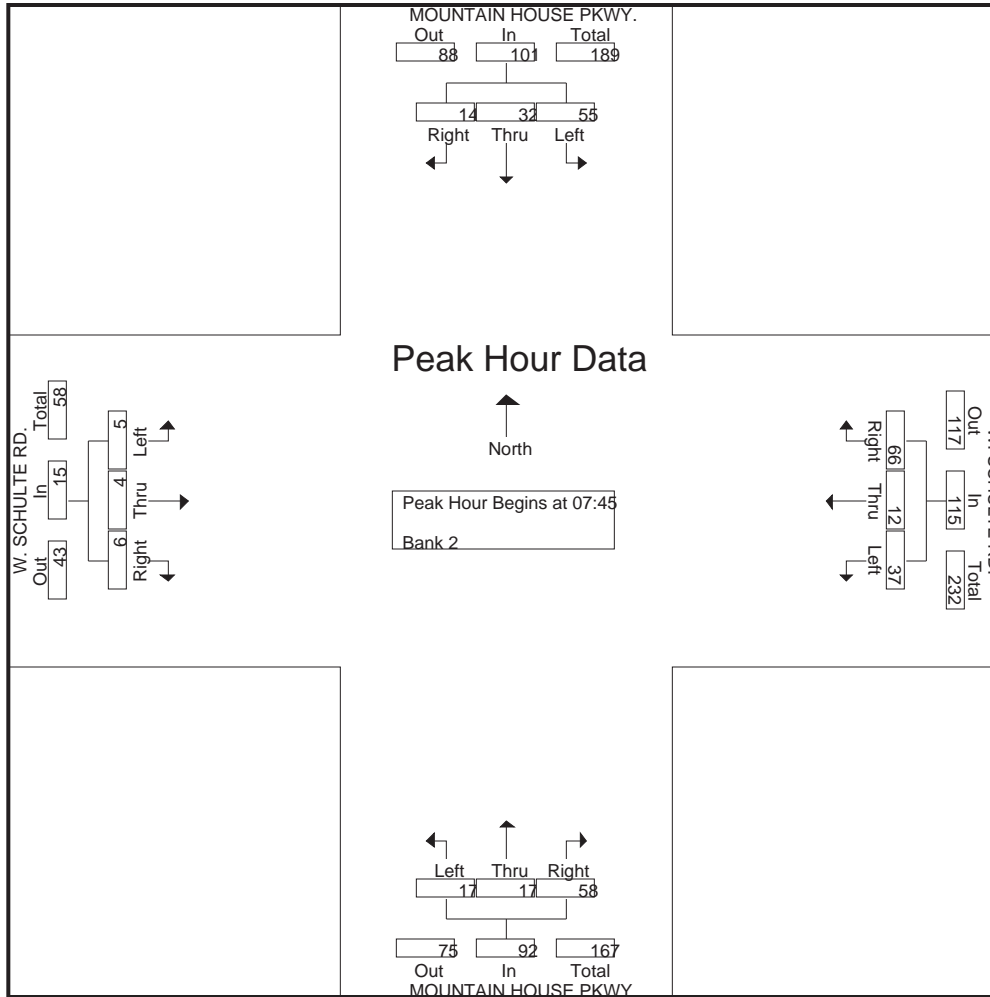
|              |           |          |          |           |           |          |           |           |          |          |           |           |          |          |          |          |           |
|--------------|-----------|----------|----------|-----------|-----------|----------|-----------|-----------|----------|----------|-----------|-----------|----------|----------|----------|----------|-----------|
| 07:45        | 10        | 6        | <b>6</b> | 22        | 6         | <b>6</b> | 14        | 26        | <b>6</b> | 1        | 17        | <b>24</b> | <b>3</b> | <b>1</b> | 1        | 5        | 77        |
| 08:00        | 12        | <b>9</b> | 2        | 23        | <b>14</b> | 3        | <b>22</b> | <b>39</b> | 6        | 4        | 14        | 24        | 0        | 1        | 1        | 2        | <b>88</b> |
| 08:15        | <b>17</b> | 9        | 3        | <b>29</b> | 7         | 2        | 11        | 20        | 3        | <b>9</b> | 9         | 21        | 1        | 1        | <b>4</b> | <b>6</b> | 76        |
| 08:30        | 16        | 8        | 3        | 27        | 10        | 1        | 19        | 30        | 2        | 3        | <b>18</b> | 23        | 1        | 1        | 0        | 2        | 82        |
| Total Volume | 55        | 32       | 14       | 101       | 37        | 12       | 66        | 115       | 17       | 17       | 58        | 92        | 5        | 4        | 6        | 15       | 323       |
| % App. Total | 54.5      | 31.7     | 13.9     |           | 32.2      | 10.4     | 57.4      |           | 18.5     | 18.5     | 63        |           | 33.3     | 26.7     | 40       |          |           |
| PHF          | .809      | .889     | .583     | .871      | .661      | .500     | .750      | .737      | .708     | .472     | .806      | .958      | .417     | 1.000    | .375     | .625     | .918      |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

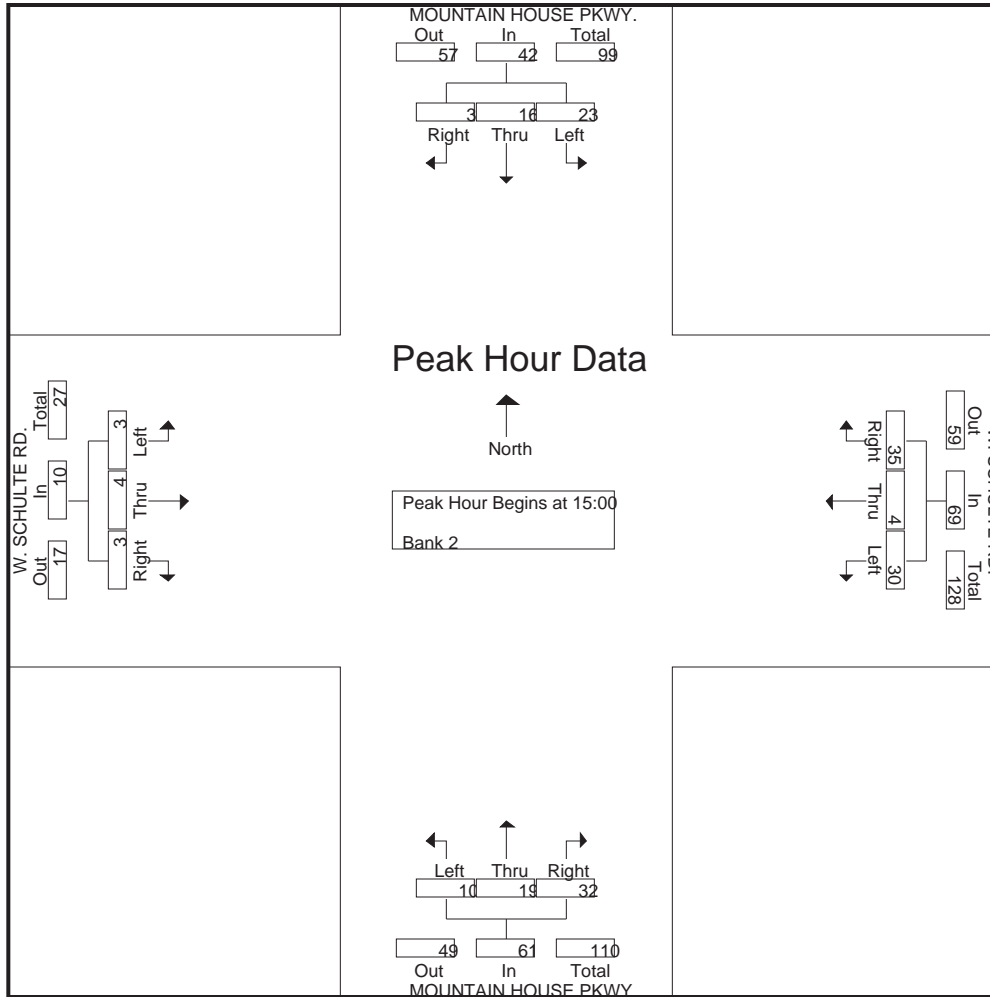
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |       |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|------|-------|------------|-----------------------------|-------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru | Right | App. Total | Left                        | Thru  | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |      |       |            |                             |       |       |            |                                    |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 15:00    |                                    |      |       |            |                             |       |       |            |                                    |      |       |            |                             |      |       |            |            |
| 15:00  | 7                                  | 2    | 0     | 9          | 6                           | 1     | 9     | 16         | 2                                  | 6    | 9     | 17         | 1                           | 2    | 1     | 4          | 46         |
| 15:15  | 8                                  | 5    | 2     | 15         | 8                           | 1     | 7     | 16         | 3                                  | 6    | 6     | 15         | 1                           | 1    | 0     | 2          | 48         |
| 15:30  | 5                                  | 3    | 0     | 8          | 9                           | 1     | 13    | 23         | 2                                  | 3    | 8     | 13         | 0                           | 1    | 0     | 1          | 45         |
| 15:45  | 3                                  | 6    | 1     | 10         | 7                           | 1     | 6     | 14         | 3                                  | 4    | 9     | 16         | 1                           | 0    | 2     | 3          | 43         |
| Total Volume   | 23                                 | 16   | 3     | 42         | 30                          | 4     | 35    | 69         | 10                                 | 19   | 32    | 61         | 3                           | 4    | 3     | 10         | 182        |
| % App. Total   | 54.8                               | 38.1 | 7.1   |            | 43.5                        | 5.8   | 50.7  |            | 16.4                               | 31.1 | 52.5  |            | 30                          | 40   | 30    |            |            |
| PHF  | .719                               | .667 | .375  | .700       | .833                        | 1.000 | .673  | .750       | .833                               | .792 | .889  | .897       | .750                        | .500 | .375  | .625       | .948       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Bank 1

| Start Time  | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| 06:45       | 2                                  | 0    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 3          |
| Total       | 2                                  | 0    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 3          |
| Grand Total | 2                                  | 0    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 3          |
| Apprch %    | 100                                | 0    | 0     |            | 0                           | 0    | 0     |            | 0                                  | 0    | 100   |            | 0                           | 0    | 0     |            |            |
| Total %     | 66.7                               | 0    | 0     | 66.7       | 0                           | 0    | 0     | 0          | 0                                  | 0    | 33.3  | 33.3       | 0                           | 0    | 0     | 0          |            |

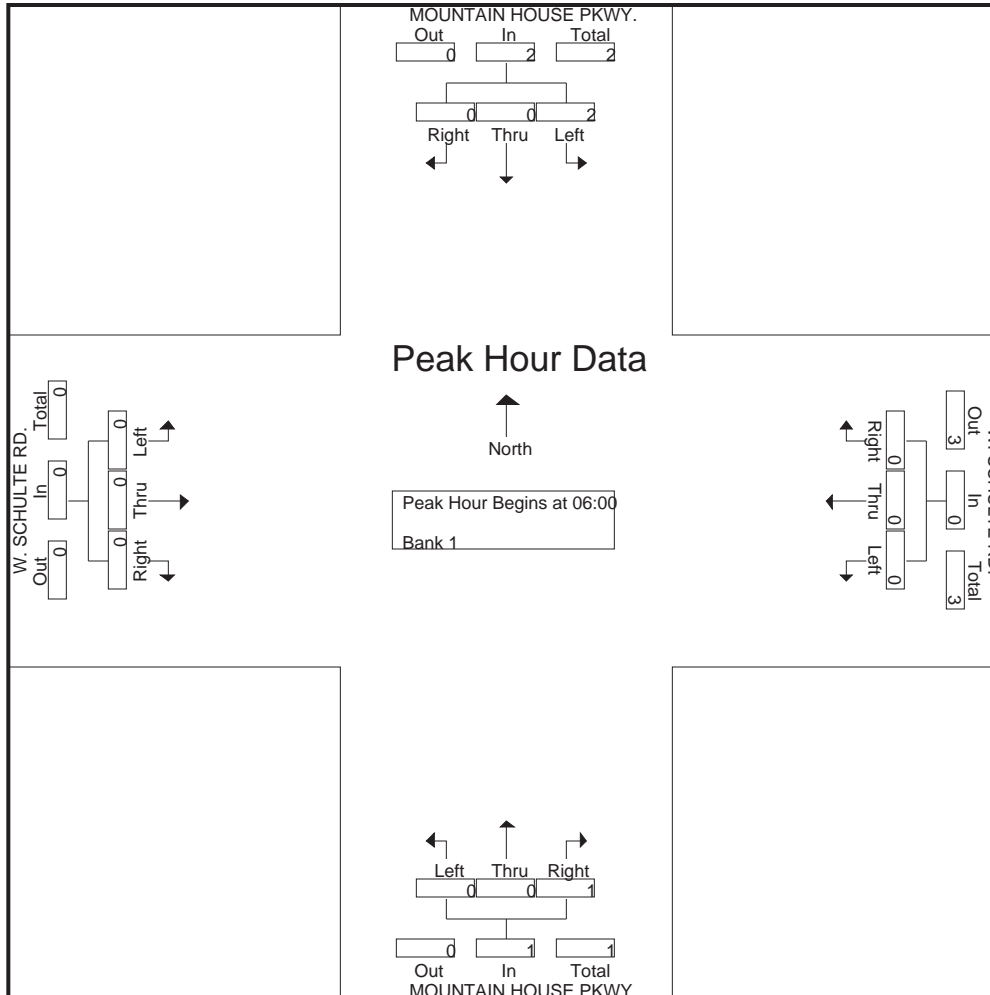
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 06:00    |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| 06:00  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| 06:15  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| 06:30  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          |
| 06:45  | 2                                  | 0    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 3          |
| Total Volume   | 2                                  | 0    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 1          | 0                           | 0    | 0     | 0          | 3          |
| % App. Total   | 100                                | 0    | 0     |            | 0                           | 0    | 0     |            | 0                                  | 0    | 100   |            | 0                           | 0    | 0     |            |            |
| PHF  | .250                               | .000 | .000  | .250       | .000                        | .000 | .000  | .000       | .000                               | .000 | .250  | .250       | .000                        | .000 | .000  | .000       | .250       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2





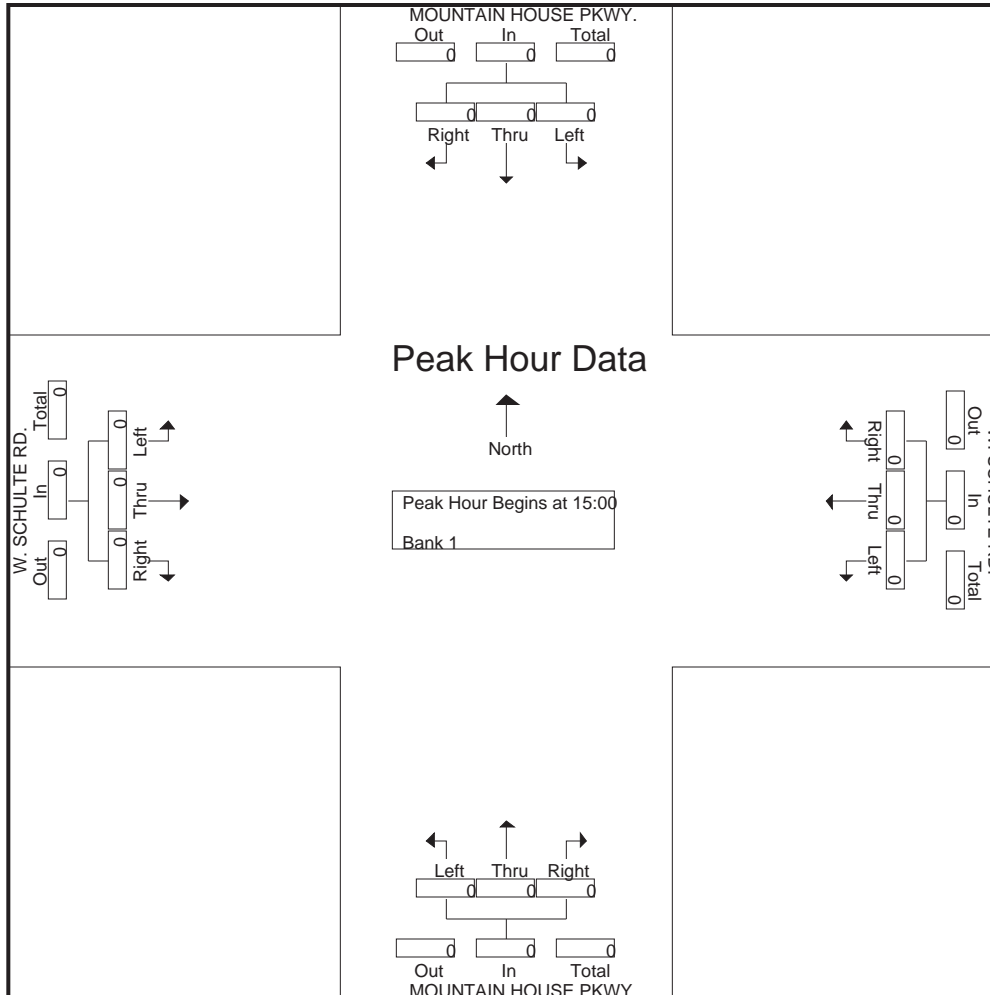


# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted - Bank 2

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| 06:00      | 39                                 | 40   | 7     | 86         | 130                         | 8    | 21    | 159        | 16                                 | 15   | 37    | 68         | 8                           | 7    | 18    | 33         | 346        |
| 06:15      | 46                                 | 59   | 4     | 109        | 150                         | 16   | 38    | 204        | 23                                 | 27   | 36    | 86         | 3                           | 7    | 19    | 29         | 428        |
| 06:30      | 66                                 | 77   | 8     | 151        | 119                         | 23   | 30    | 172        | 12                                 | 21   | 38    | 71         | 7                           | 3    | 16    | 26         | 420        |
| 06:45      | 54                                 | 46   | 17    | 117        | 120                         | 10   | 35    | 165        | 15                                 | 22   | 41    | 78         | 1                           | 6    | 25    | 32         | 392        |
| Total      | 205                                | 222  | 36    | 463        | 519                         | 57   | 124   | 700        | 66                                 | 85   | 152   | 303        | 19                          | 23   | 78    | 120        | 1586       |
| 07:00      | 38                                 | 39   | 4     | 81         | 127                         | 23   | 42    | 192        | 13                                 | 18   | 56    | 87         | 7                           | 7    | 20    | 34         | 394        |
| 07:15      | 34                                 | 46   | 9     | 89         | 105                         | 14   | 46    | 165        | 19                                 | 12   | 57    | 88         | 4                           | 7    | 14    | 25         | 367        |
| 07:30      | 24                                 | 47   | 4     | 75         | 106                         | 24   | 32    | 162        | 15                                 | 8    | 32    | 55         | 3                           | 4    | 14    | 21         | 313        |
| 07:45      | 29                                 | 34   | 24    | 87         | 65                          | 20   | 35    | 120        | 26                                 | 10   | 46    | 82         | 9                           | 6    | 14    | 29         | 318        |
| Total      | 125                                | 166  | 41    | 332        | 403                         | 81   | 155   | 639        | 73                                 | 48   | 191   | 312        | 23                          | 24   | 62    | 109        | 1392       |
| 08:00      | 40                                 | 36   | 10    | 86         | 64                          | 11   | 49    | 124        | 22                                 | 11   | 41    | 74         | 1                           | 8    | 10    | 19         | 303        |
| 08:15      | 50                                 | 31   | 10    | 91         | 42                          | 10   | 32    | 84         | 18                                 | 27   | 28    | 73         | 7                           | 3    | 14    | 24         | 272        |
| 08:30      | 46                                 | 34   | 8     | 88         | 53                          | 5    | 50    | 108        | 11                                 | 13   | 40    | 64         | 4                           | 5    | 10    | 19         | 279        |
| 08:45      | 34                                 | 21   | 7     | 62         | 63                          | 11   | 42    | 116        | 17                                 | 24   | 34    | 75         | 9                           | 6    | 7     | 22         | 275        |
| Total      | 170                                | 122  | 35    | 327        | 222                         | 37   | 173   | 432        | 68                                 | 75   | 143   | 286        | 21                          | 22   | 41    | 84         | 1129       |
| 15:00      | 32                                 | 19   | 3     | 54         | 41                          | 7    | 49    | 97         | 22                                 | 25   | 59    | 106        | 11                          | 12   | 15    | 38         | 295        |
| 15:15      | 29                                 | 17   | 9     | 55         | 37                          | 6    | 24    | 67         | 20                                 | 32   | 39    | 91         | 4                           | 6    | 7     | 17         | 230        |
| 15:30      | 22                                 | 19   | 4     | 45         | 50                          | 8    | 63    | 121        | 22                                 | 37   | 55    | 114        | 6                           | 7    | 17    | 30         | 310        |
| 15:45      | 16                                 | 25   | 4     | 45         | 23                          | 10   | 22    | 55         | 21                                 | 34   | 71    | 126        | 5                           | 4    | 20    | 29         | 255        |
| Total      | 99                                 | 80   | 20    | 199        | 151                         | 31   | 158   | 340        | 85                                 | 128  | 224   | 437        | 26                          | 29   | 59    | 114        | 1090       |
| 16:00      | 23                                 | 34   | 11    | 68         | 35                          | 14   | 26    | 75         | 27                                 | 23   | 51    | 101        | 10                          | 3    | 25    | 38         | 282        |
| 16:15      | 22                                 | 23   | 10    | 55         | 18                          | 21   | 23    | 62         | 22                                 | 22   | 80    | 124        | 8                           | 5    | 26    | 39         | 280        |
| 16:30      | 43                                 | 23   | 6     | 72         | 36                          | 12   | 43    | 91         | 13                                 | 26   | 88    | 127        | 15                          | 16   | 27    | 58         | 348        |
| 16:45      | 40                                 | 12   | 10    | 62         | 31                          | 4    | 32    | 67         | 13                                 | 31   | 86    | 130        | 8                           | 9    | 28    | 45         | 304        |
| Total      | 128                                | 92   | 37    | 257        | 120                         | 51   | 124   | 295        | 75                                 | 102  | 305   | 482        | 41                          | 33   | 106   | 180        | 1214       |
| 17:00      | 21                                 | 17   | 7     | 45         | 27                          | 11   | 37    | 75         | 19                                 | 29   | 65    | 113        | 23                          | 7    | 19    | 49         | 282        |
| 17:15      | 22                                 | 17   | 4     | 43         | 22                          | 8    | 31    | 61         | 21                                 | 31   | 82    | 134        | 17                          | 4    | 28    | 49         | 287        |
| 17:30      | 24                                 | 17   | 4     | 45         | 25                          | 6    | 30    | 61         | 17                                 | 31   | 69    | 117        | 13                          | 11   | 22    | 46         | 269        |
| 17:45      | 24                                 | 13   | 2     | 39         | 19                          | 5    | 34    | 58         | 14                                 | 26   | 62    | 102        | 10                          | 5    | 18    | 33         | 232        |
| Total      | 91                                 | 64   | 17    | 172        | 93                          | 30   | 132   | 255        | 71                                 | 117  | 278   | 466        | 63                          | 27   | 87    | 177        | 1070       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

## Groups Printed- Unshifted - Bank 2

|             | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Grand Total | 818                                | 746  | 186   | 1750       | 1508                        | 287  | 866   | 2661       | 438                                | 555  | 1293  | 2286       | 193                         | 158  | 433   | 784        | 7481       |
| Apprch %    | 46.7                               | 42.6 | 10.6  |            | 56.7                        | 10.8 | 32.5  |            | 19.2                               | 24.3 | 56.6  |            | 24.6                        | 20.2 | 55.2  |            |            |
| Total %     | 10.9                               | 10   | 2.5   | 23.4       | 20.2                        | 3.8  | 11.6  | 35.6       | 5.9                                | 7.4  | 17.3  | 30.6       | 2.6                         | 2.1  | 5.8   | 10.5       |            |
| Unshifted   | 597                                | 636  | 139   | 1372       | 1307                        | 238  | 613   | 2158       | 376                                | 469  | 1053  | 1898       | 168                         | 136  | 412   | 716        | 6144       |
| % Unshifted | 73                                 | 85.3 | 74.7  | 78.4       | 86.7                        | 82.9 | 70.8  | 81.1       | 85.8                               | 84.5 | 81.4  | 83         | 87                          | 86.1 | 95.2  | 91.3       | 82.1       |
| Bank 2      | 221                                | 110  | 47    | 378        | 201                         | 49   | 253   | 503        | 62                                 | 86   | 240   | 388        | 25                          | 22   | 21    | 68         | 1337       |
| % Bank 2    | 27                                 | 14.7 | 25.3  | 21.6       | 13.3                        | 17.1 | 29.2  | 18.9       | 14.2                               | 15.5 | 18.6  | 17         | 13                          | 13.9 | 4.8   | 8.7        | 17.9       |

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | W. SCHULTE RD.<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | W. SCHULTE RD.<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |

Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:15

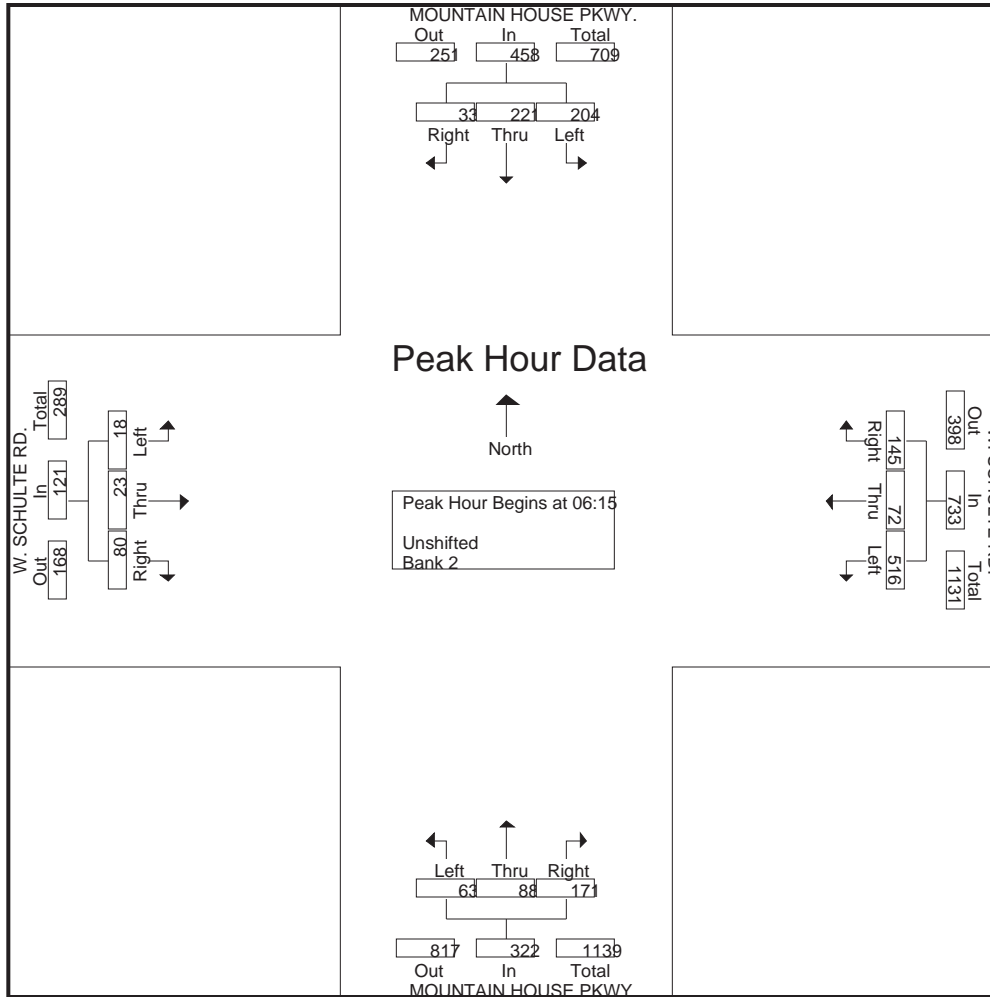
|              |           |           |           |            |            |           |           |            |           |           |           |           |          |          |           |           |            |
|--------------|-----------|-----------|-----------|------------|------------|-----------|-----------|------------|-----------|-----------|-----------|-----------|----------|----------|-----------|-----------|------------|
| 06:15        | 46        | 59        | 4         | 109        | <b>150</b> | 16        | 38        | <b>204</b> | <b>23</b> | <b>27</b> | 36        | 86        | 3        | <b>7</b> | 19        | 29        | <b>428</b> |
| 06:30        | <b>66</b> | <b>77</b> | 8         | <b>151</b> | 119        | <b>23</b> | 30        | 172        | 12        | 21        | 38        | 71        | <b>7</b> | 3        | 16        | 26        | 420        |
| 06:45        | 54        | 46        | <b>17</b> | 117        | 120        | 10        | 35        | 165        | 15        | 22        | 41        | 78        | 1        | 6        | <b>25</b> | 32        | 392        |
| 07:00        | 38        | 39        | 4         | 81         | 127        | 23        | <b>42</b> | 192        | 13        | 18        | <b>56</b> | <b>87</b> | 7        | 7        | 20        | <b>34</b> | 394        |
| Total Volume | 204       | 221       | 33        | 458        | 516        | 72        | 145       | 733        | 63        | 88        | 171       | 322       | 18       | 23       | 80        | 121       | 1634       |
| % App. Total | 44.5      | 48.3      | 7.2       |            | 70.4       | 9.8       | 19.8      |            | 19.6      | 27.3      | 53.1      |           | 14.9     | 19       | 66.1      |           |            |
| PHF          | .773      | .718      | .485      | .758       | .860       | .783      | .863      | .898       | .685      | .815      | .763      | .925      | .643     | .821     | .800      | .890      | .954       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

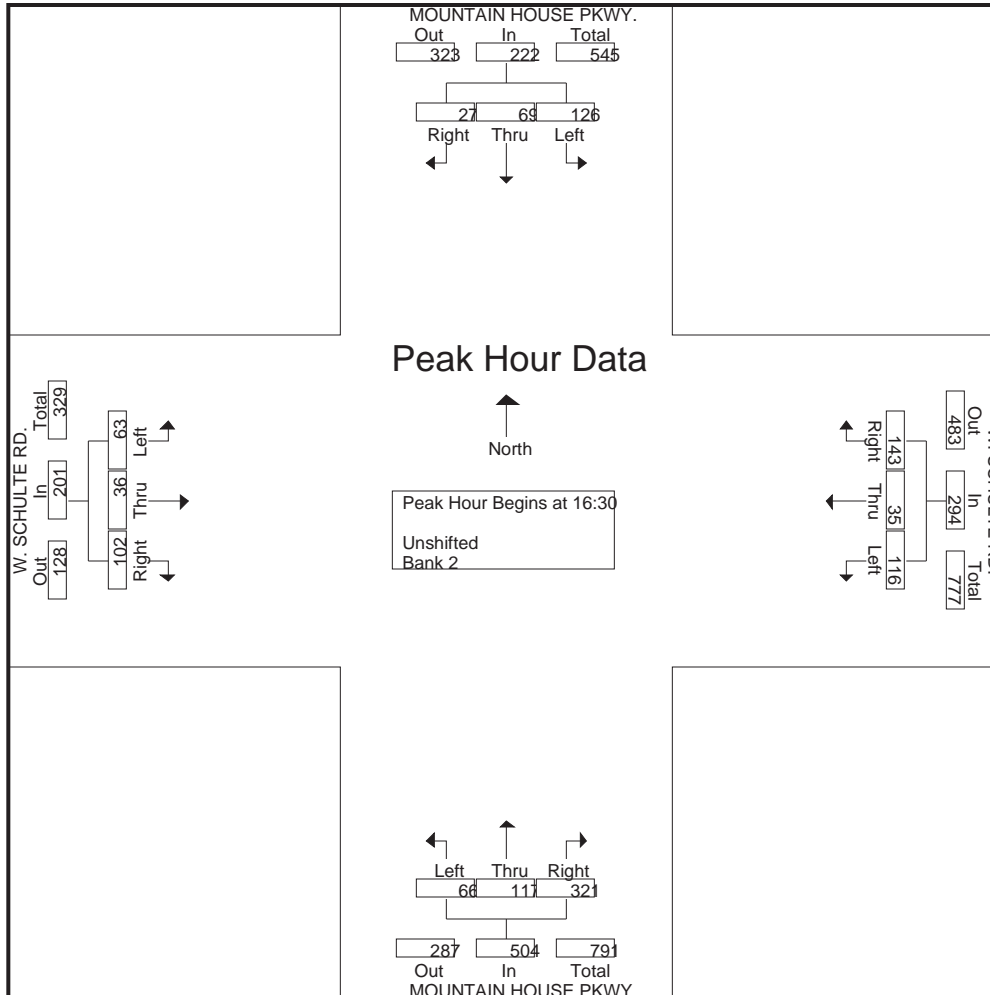
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |           |            | W. SCHULTE RD.<br>Westbound |           |           |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |           |            | W. SCHULTE RD.<br>Eastbound |           |           |            | Int. Total |
|--|------------------------------------|-----------|-----------|------------|-----------------------------|-----------|-----------|------------|------------------------------------|-----------|-----------|------------|-----------------------------|-----------|-----------|------------|------------|
|  | Left                               | Thru      | Right     | App. Total | Left                        | Thru      | Right     | App. Total | Left                               | Thru      | Right     | App. Total | Left                        | Thru      | Right     | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |           |           |            |                             |           |           |            |                                    |           |           |            |                             |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 16:30    |                                    |           |           |            |                             |           |           |            |                                    |           |           |            |                             |           |           |            |            |
| 16:30  | <b>43</b>                          | <b>23</b> | 6         | <b>72</b>  | <b>36</b>                   | <b>12</b> | <b>43</b> | <b>91</b>  | 13                                 | 26        | <b>88</b> | 127        | 15                          | <b>16</b> | 27        | <b>58</b>  | <b>348</b> |
| 16:45  | 40                                 | 12        | <b>10</b> | 62         | 31                          | 4         | 32        | 67         | 13                                 | <b>31</b> | 86        | 130        | 8                           | 9         | <b>28</b> | 45         | 304        |
| 17:00  | 21                                 | 17        | 7         | 45         | 27                          | 11        | 37        | 75         | 19                                 | 29        | 65        | 113        | <b>23</b>                   | 7         | 19        | 49         | 282        |
| 17:15  | 22                                 | 17        | 4         | 43         | 22                          | 8         | 31        | 61         | <b>21</b>                          | 31        | 82        | <b>134</b> | 17                          | 4         | 28        | 49         | 287        |
| Total Volume   | 126                                | 69        | 27        | 222        | 116                         | 35        | 143       | 294        | 66                                 | 117       | 321       | 504        | 63                          | 36        | 102       | 201        | 1221       |
| % App. Total   | 56.8                               | 31.1      | 12.2      |            | 39.5                        | 11.9      | 48.6      |            | 13.1                               | 23.2      | 63.7      |            | 31.3                        | 17.9      | 50.7      |            |            |
| PHF  | .733                               | .750      | .675      | .771       | .806                        | .729      | .831      | .808       | .786                               | .944      | .912      | .940       | .685                        | .563      | .911      | .866       | .877       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted

| Start Time  | MOUNTAIN HOUSE PKWY.<br>Southbound |      |      |     |            | W. SCHULTE RD.<br>Westbound |      |       |      |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |      |            | W. SCHULTE RD.<br>Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------------|------|------|-----|------------|-----------------------------|------|-------|------|------------|------------------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------|--------------|------------|
|             | Left                               | Thr  | Rig  | Ped | App. Total | Left                        | Thru | Right | Peds | App. Total | Left                               | Thru | Right | Peds | App. Total | Left                        | Thru | Right | Peds | App. Total |              |              |            |
| 06:00       | 26                                 | 37   | 5    | 0   | 68         | 122                         | 7    | 13    | 0    | 142        | 10                                 | 10   | 28    | 0    | 48         | 6                           | 4    | 18    | 0    | 28         | 0            | 286          | 286        |
| 06:15       | 29                                 | 52   | 4    | 0   | 85         | 138                         | 16   | 32    | 0    | 186        | 17                                 | 18   | 26    | 0    | 61         | 2                           | 5    | 19    | 0    | 26         | 0            | 358          | 358        |
| 06:30       | 47                                 | 71   | 6    | 0   | 124        | 114                         | 18   | 19    | 0    | 151        | 11                                 | 15   | 26    | 0    | 52         | 6                           | 3    | 15    | 0    | 24         | 0            | 351          | 351        |
| 06:45       | 39                                 | 41   | 13   | 0   | 93         | 109                         | 10   | 19    | 0    | 138        | 13                                 | 17   | 30    | 0    | 60         | 1                           | 6    | 25    | 0    | 32         | 0            | 323          | 323        |
| Total       | 141                                | 201  | 28   | 0   | 370        | 483                         | 51   | 83    | 0    | 617        | 51                                 | 60   | 110   | 0    | 221        | 15                          | 18   | 77    | 0    | 110        | 0            | 1318         | 1318       |
| 07:00       | 26                                 | 39   | 2    | 0   | 67         | 111                         | 17   | 24    | 0    | 152        | 10                                 | 13   | 33    | 0    | 56         | 6                           | 6    | 19    | 0    | 31         | 0            | 306          | 306        |
| 07:15       | 23                                 | 40   | 9    | 0   | 72         | 93                          | 11   | 27    | 0    | 131        | 18                                 | 10   | 33    | 0    | 61         | 4                           | 4    | 14    | 0    | 22         | 0            | 286          | 286        |
| 07:30       | 17                                 | 39   | 3    | 1   | 59         | 98                          | 17   | 21    | 1    | 136        | 14                                 | 8    | 20    | 0    | 42         | 3                           | 3    | 14    | 0    | 20         | 2            | 257          | 259        |
| 07:45       | 19                                 | 28   | 18   | 0   | 65         | 59                          | 14   | 21    | 0    | 94         | 20                                 | 9    | 29    | 0    | 58         | 6                           | 5    | 13    | 0    | 24         | 0            | 241          | 241        |
| Total       | 85                                 | 146  | 32   | 1   | 263        | 361                         | 59   | 93    | 1    | 513        | 62                                 | 40   | 115   | 0    | 217        | 19                          | 18   | 60    | 0    | 97         | 2            | 1090         | 1092       |
| 08:00       | 28                                 | 27   | 8    | 0   | 63         | 50                          | 8    | 27    | 0    | 85         | 16                                 | 7    | 27    | 0    | 50         | 1                           | 7    | 9     | 0    | 17         | 0            | 215          | 215        |
| 08:15       | 33                                 | 22   | 7    | 1   | 62         | 35                          | 8    | 21    | 0    | 64         | 15                                 | 18   | 19    | 0    | 52         | 6                           | 2    | 10    | 0    | 18         | 1            | 196          | 197        |
| 08:30       | 30                                 | 26   | 5    | 0   | 61         | 43                          | 4    | 31    | 0    | 78         | 9                                  | 10   | 22    | 0    | 41         | 3                           | 4    | 10    | 0    | 17         | 0            | 197          | 197        |
| 08:45       | 23                                 | 16   | 6    | 0   | 45         | 50                          | 10   | 26    | 0    | 86         | 14                                 | 16   | 21    | 0    | 51         | 6                           | 5    | 7     | 0    | 18         | 0            | 200          | 200        |
| Total       | 114                                | 91   | 26   | 1   | 231        | 178                         | 30   | 105   | 0    | 313        | 54                                 | 51   | 89    | 0    | 194        | 16                          | 18   | 36    | 0    | 70         | 1            | 808          | 809        |
| 15:00       | 25                                 | 17   | 3    | 0   | 45         | 35                          | 6    | 40    | 0    | 81         | 20                                 | 19   | 50    | 0    | 89         | 10                          | 10   | 14    | 0    | 34         | 0            | 249          | 249        |
| 15:15       | 21                                 | 12   | 7    | 0   | 40         | 29                          | 5    | 17    | 0    | 51         | 17                                 | 26   | 33    | 0    | 76         | 3                           | 5    | 7     | 0    | 15         | 0            | 182          | 182        |
| 15:30       | 17                                 | 16   | 4    | 0   | 37         | 41                          | 7    | 50    | 0    | 98         | 20                                 | 34   | 47    | 0    | 101        | 6                           | 6    | 17    | 0    | 29         | 0            | 265          | 265        |
| 15:45       | 13                                 | 19   | 3    | 0   | 35         | 16                          | 9    | 16    | 0    | 41         | 18                                 | 30   | 62    | 0    | 110        | 4                           | 4    | 18    | 0    | 26         | 0            | 212          | 212        |
| Total       | 76                                 | 64   | 17   | 0   | 157        | 121                         | 27   | 123   | 0    | 271        | 75                                 | 109  | 192   | 0    | 376        | 23                          | 25   | 56    | 0    | 104        | 0            | 908          | 908        |
| 16:00       | 18                                 | 27   | 7    | 0   | 52         | 25                          | 11   | 21    | 0    | 57         | 25                                 | 21   | 49    | 0    | 95         | 10                          | 2    | 23    | 0    | 35         | 0            | 239          | 239        |
| 16:15       | 17                                 | 20   | 6    | 0   | 43         | 13                          | 16   | 17    | 0    | 46         | 20                                 | 22   | 72    | 0    | 114        | 8                           | 5    | 24    | 0    | 37         | 0            | 240          | 240        |
| 16:30       | 42                                 | 20   | 4    | 0   | 66         | 32                          | 11   | 38    | 0    | 81         | 12                                 | 26   | 83    | 0    | 121        | 14                          | 15   | 27    | 0    | 56         | 0            | 324          | 324        |
| 16:45       | 34                                 | 11   | 6    | 0   | 51         | 24                          | 4    | 25    | 0    | 53         | 11                                 | 28   | 78    | 0    | 117        | 7                           | 9    | 26    | 0    | 42         | 0            | 263          | 263        |
| Total       | 111                                | 78   | 23   | 0   | 212        | 94                          | 42   | 101   | 0    | 237        | 68                                 | 97   | 282   | 0    | 447        | 39                          | 31   | 100   | 0    | 170        | 0            | 1066         | 1066       |
| 17:00       | 17                                 | 14   | 4    | 0   | 35         | 20                          | 11   | 35    | 0    | 66         | 17                                 | 27   | 62    | 0    | 106        | 21                          | 7    | 18    | 0    | 46         | 0            | 253          | 253        |
| 17:15       | 18                                 | 15   | 4    | 0   | 37         | 16                          | 7    | 25    | 0    | 48         | 19                                 | 31   | 77    | 0    | 127        | 14                          | 4    | 27    | 0    | 45         | 0            | 257          | 257        |
| 17:30       | 18                                 | 16   | 3    | 0   | 37         | 19                          | 6    | 22    | 0    | 47         | 17                                 | 28   | 68    | 0    | 113        | 12                          | 10   | 21    | 0    | 43         | 0            | 240          | 240        |
| 17:45       | 17                                 | 11   | 2    | 0   | 30         | 15                          | 5    | 26    | 0    | 46         | 13                                 | 26   | 58    | 0    | 97         | 9                           | 5    | 17    | 0    | 31         | 0            | 204          | 204        |
| Total       | 70                                 | 56   | 13   | 0   | 139        | 70                          | 29   | 108   | 0    | 207        | 66                                 | 112  | 265   | 0    | 443        | 56                          | 26   | 83    | 0    | 165        | 0            | 954          | 954        |
| Grand Total | 597                                | 636  | 139  | 2   | 1372       | 1307                        | 238  | 613   | 1    | 2158       | 376                                | 469  | 1053  | 0    | 1898       | 168                         | 136  | 412   | 0    | 716        | 3            | 6144         | 6147       |
| Apprch %    | 43.5                               | 46.4 | 10.1 |     |            | 60.6                        | 11   | 28.4  |      |            | 19.8                               | 24.7 | 55.5  |      |            | 23.5                        | 19   | 57.5  |      |            |              |              |            |
| Total %     | 9.7                                | 10.4 | 2.3  |     | 22.3       | 21.3                        | 3.9  | 10    |      | 35.1       | 6.1                                | 7.6  | 17.1  |      | 30.9       | 2.7                         | 2.2  | 6.7   |      | 11.7       | 0            | 100          |            |



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

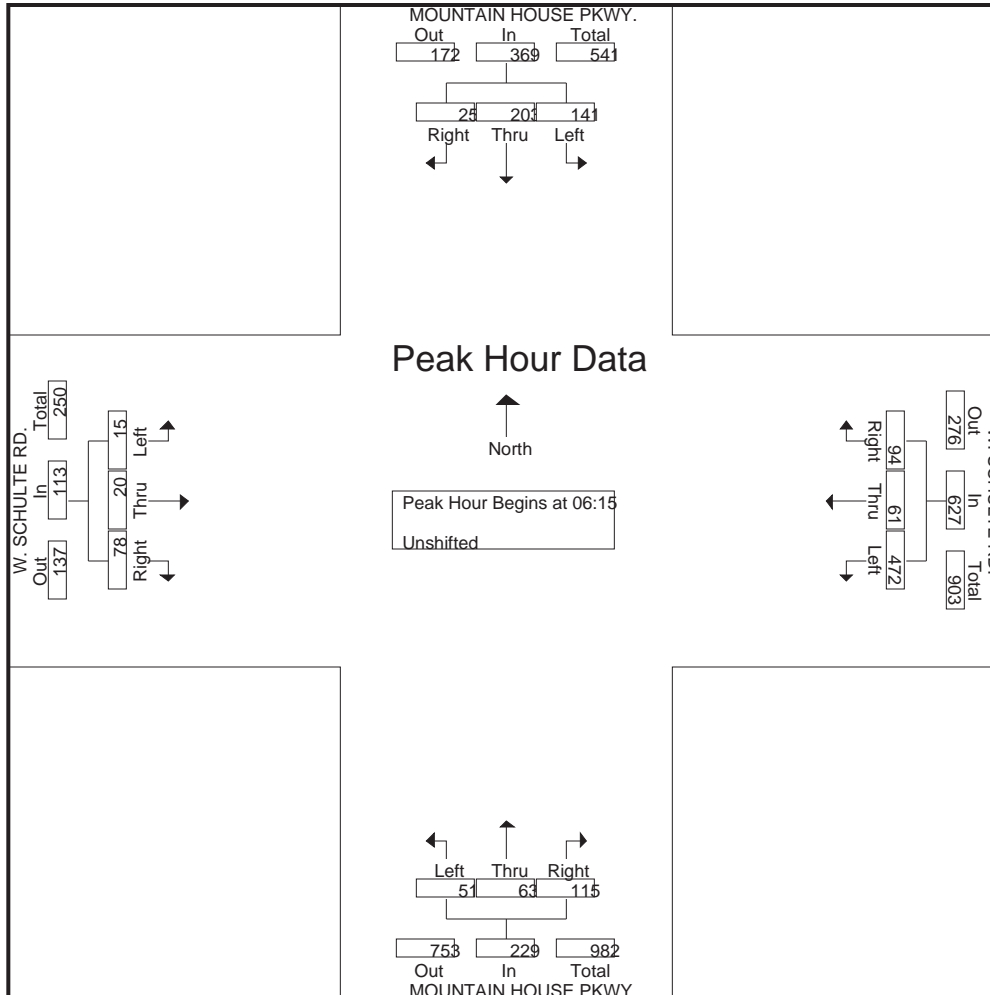
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |           |            | W. SCHULTE RD.<br>Westbound |           |           |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |           |            | W. SCHULTE RD.<br>Eastbound |          |           |            | Int. Total |
|--|------------------------------------|-----------|-----------|------------|-----------------------------|-----------|-----------|------------|------------------------------------|-----------|-----------|------------|-----------------------------|----------|-----------|------------|------------|
|  | Left                               | Thru      | Right     | App. Total | Left                        | Thru      | Right     | App. Total | Left                               | Thru      | Right     | App. Total | Left                        | Thru     | Right     | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |           |           |            |                             |           |           |            |                                    |           |           |            |                             |          |           |            |            |
| Peak Hour for Entire Intersection Begins at 06:15    |                                    |           |           |            |                             |           |           |            |                                    |           |           |            |                             |          |           |            |            |
| 06:15  | 29                                 | 52        | 4         | 85         | <b>138</b>                  | 16        | <b>32</b> | <b>186</b> | <b>17</b>                          | <b>18</b> | 26        | <b>61</b>  | 2                           | 5        | 19        | 26         | <b>358</b> |
| 06:30  | <b>47</b>                          | <b>71</b> | 6         | <b>124</b> | 114                         | <b>18</b> | 19        | 151        | 11                                 | 15        | 26        | 52         | <b>6</b>                    | 3        | 15        | 24         | 351        |
| 06:45  | 39                                 | 41        | <b>13</b> | 93         | 109                         | 10        | 19        | 138        | 13                                 | 17        | 30        | 60         | 1                           | <b>6</b> | <b>25</b> | <b>32</b>  | 323        |
| 07:00  | 26                                 | 39        | 2         | 67         | 111                         | 17        | 24        | 152        | 10                                 | 13        | <b>33</b> | 56         | 6                           | 6        | 19        | 31         | 306        |
| Total Volume   | 141                                | 203       | 25        | 369        | 472                         | 61        | 94        | 627        | 51                                 | 63        | 115       | 229        | 15                          | 20       | 78        | 113        | 1338       |
| % App. Total   | 38.2                               | 55        | 6.8       |            | 75.3                        | 9.7       | 15        |            | 22.3                               | 27.5      | 50.2      |            | 13.3                        | 17.7     | 69        |            |            |
| PHF  | .750                               | .715      | .481      | .744       | .855                        | .847      | .734      | .843       | .750                               | .875      | .871      | .939       | .625                        | .833     | .780      | .883       | .934       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

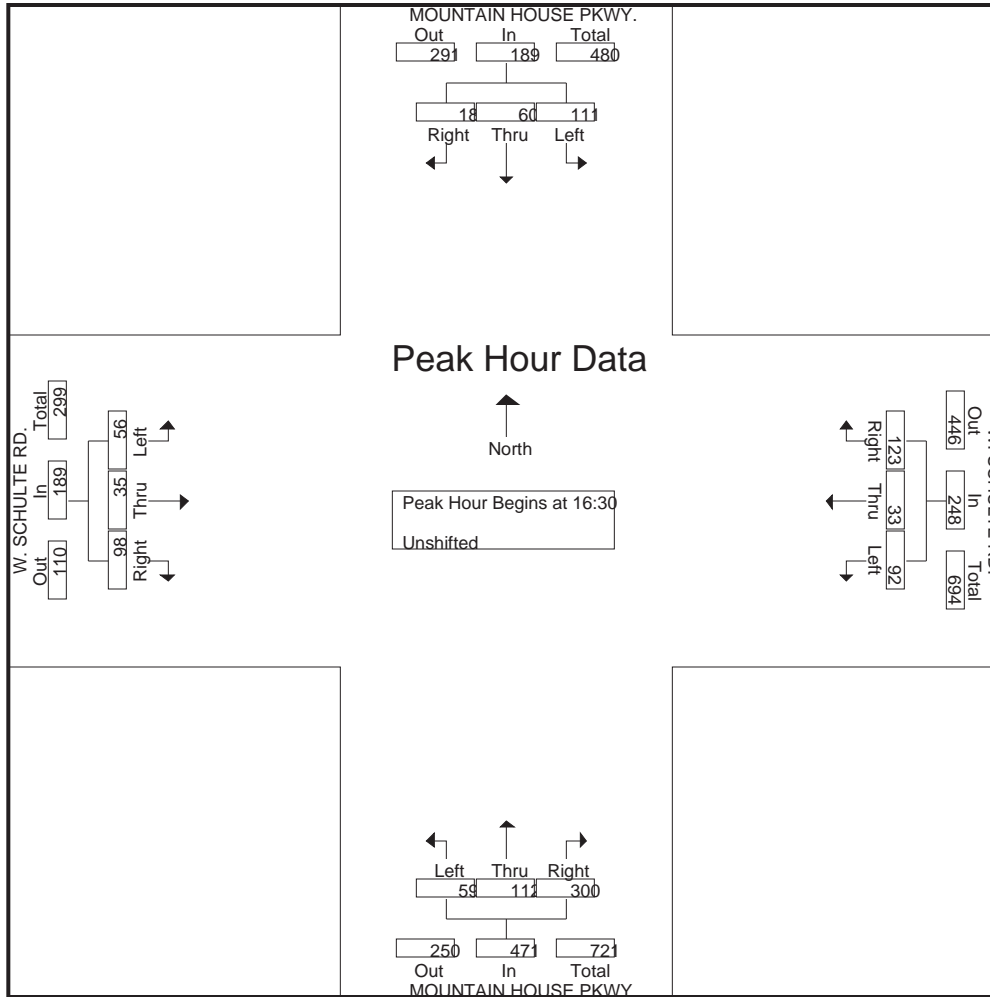
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |          |            | W. SCHULTE RD.<br>Westbound |           |           |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |           |            | W. SCHULTE RD.<br>Eastbound |           |           |            | Int. Total |
|--|------------------------------------|-----------|----------|------------|-----------------------------|-----------|-----------|------------|------------------------------------|-----------|-----------|------------|-----------------------------|-----------|-----------|------------|------------|
|  | Left                               | Thru      | Right    | App. Total | Left                        | Thru      | Right     | App. Total | Left                               | Thru      | Right     | App. Total | Left                        | Thru      | Right     | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |           |          |            |                             |           |           |            |                                    |           |           |            |                             |           |           |            |            |
| Peak Hour for Entire Intersection Begins at 16:30    |                                    |           |          |            |                             |           |           |            |                                    |           |           |            |                             |           |           |            |            |
| 16:30  | <b>42</b>                          | <b>20</b> | 4        | <b>66</b>  | <b>32</b>                   | <b>11</b> | <b>38</b> | <b>81</b>  | 12                                 | 26        | <b>83</b> | 121        | 14                          | <b>15</b> | <b>27</b> | <b>56</b>  | <b>324</b> |
| 16:45  | 34                                 | 11        | <b>6</b> | 51         | 24                          | 4         | 25        | 53         | 11                                 | 28        | 78        | 117        | 7                           | 9         | 26        | 42         | 263        |
| 17:00  | 17                                 | 14        | 4        | 35         | 20                          | 11        | 35        | 66         | 17                                 | 27        | 62        | 106        | <b>21</b>                   | 7         | 18        | 46         | 253        |
| 17:15  | 18                                 | 15        | 4        | 37         | 16                          | 7         | 25        | 48         | <b>19</b>                          | <b>31</b> | 77        | <b>127</b> | 14                          | 4         | 27        | 45         | 257        |
| Total Volume   | 111                                | 60        | 18       | 189        | 92                          | 33        | 123       | 248        | 59                                 | 112       | 300       | 471        | 56                          | 35        | 98        | 189        | 1097       |
| % App. Total   | 58.7                               | 31.7      | 9.5      |            | 37.1                        | 13.3      | 49.6      |            | 12.5                               | 23.8      | 63.7      |            | 29.6                        | 18.5      | 51.9      |            |            |
| PHF  | .661                               | .750      | .750     | .716       | .719                        | .750      | .809      | .765       | .776                               | .903      | .904      | .927       | .667                        | .583      | .907      | .844       | .846       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-003 MOUNTAIN HOUSE-SCHULTE  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Bank 2

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| 06:00      | 0                                  | 13   | 0     | 13         | 0                           | 0    | 0     | 0          | 0                                  | 6    | 10    | 16         | 0                           | 0    | 0     | 0          | 29         |
| 06:15      | 0                                  | 20   | 0     | 20         | 0                           | 0    | 0     | 0          | 0                                  | 10   | 8     | 18         | 0                           | 0    | 1     | 1          | 39         |
| 06:30      | 0                                  | 16   | 1     | 17         | 0                           | 0    | 0     | 0          | 0                                  | 6    | 12    | 18         | 0                           | 0    | 1     | 1          | 36         |
| 06:45      | 0                                  | 13   | 1     | 14         | 0                           | 0    | 0     | 0          | 0                                  | 3    | 20    | 23         | 1                           | 0    | 1     | 2          | 39         |
| Total      | 0                                  | 62   | 2     | 64         | 0                           | 0    | 0     | 0          | 0                                  | 25   | 50    | 75         | 1                           | 0    | 3     | 4          | 143        |
| 07:00      | 0                                  | 12   | 0     | 12         | 0                           | 0    | 0     | 0          | 0                                  | 2    | 24    | 26         | 0                           | 0    | 0     | 0          | 38         |
| 07:15      | 0                                  | 13   | 2     | 15         | 0                           | 0    | 0     | 0          | 0                                  | 3    | 14    | 17         | 0                           | 0    | 0     | 0          | 32         |
| 07:30      | 0                                  | 10   | 0     | 10         | 0                           | 0    | 0     | 0          | 0                                  | 3    | 12    | 15         | 0                           | 0    | 1     | 1          | 26         |
| 07:45      | 0                                  | 14   | 0     | 14         | 0                           | 0    | 0     | 0          | 0                                  | 1    | 16    | 17         | 0                           | 0    | 0     | 0          | 31         |
| Total      | 0                                  | 49   | 2     | 51         | 0                           | 0    | 0     | 0          | 0                                  | 9    | 66    | 75         | 0                           | 0    | 1     | 1          | 127        |
| 08:00      | 0                                  | 11   | 0     | 11         | 0                           | 0    | 0     | 0          | 0                                  | 2    | 22    | 24         | 0                           | 0    | 0     | 0          | 35         |
| 08:15      | 0                                  | 20   | 0     | 20         | 0                           | 0    | 0     | 0          | 0                                  | 7    | 14    | 21         | 0                           | 0    | 1     | 1          | 42         |
| 08:30      | 0                                  | 21   | 1     | 22         | 0                           | 0    | 0     | 0          | 0                                  | 7    | 18    | 25         | 0                           | 0    | 0     | 0          | 47         |
| 08:45      | 0                                  | 18   | 0     | 18         | 0                           | 0    | 0     | 0          | 0                                  | 6    | 21    | 27         | 0                           | 0    | 0     | 0          | 45         |
| Total      | 0                                  | 70   | 1     | 71         | 0                           | 0    | 0     | 0          | 0                                  | 22   | 75    | 97         | 0                           | 0    | 1     | 1          | 169        |
| 15:00      | 0                                  | 6    | 0     | 6          | 0                           | 0    | 0     | 0          | 0                                  | 4    | 13    | 17         | 1                           | 0    | 2     | 3          | 26         |
| 15:15      | 0                                  | 9    | 0     | 9          | 0                           | 0    | 0     | 0          | 0                                  | 3    | 10    | 13         | 2                           | 0    | 1     | 3          | 25         |
| 15:30      | 0                                  | 2    | 1     | 3          | 0                           | 0    | 0     | 0          | 0                                  | 3    | 11    | 14         | 0                           | 0    | 1     | 1          | 18         |
| 15:45      | 0                                  | 10   | 1     | 11         | 0                           | 0    | 0     | 0          | 0                                  | 1    | 13    | 14         | 1                           | 0    | 2     | 3          | 28         |
| Total      | 0                                  | 27   | 2     | 29         | 0                           | 0    | 0     | 0          | 0                                  | 11   | 47    | 58         | 4                           | 0    | 6     | 10         | 97         |
| 16:00      | 0                                  | 9    | 0     | 9          | 0                           | 0    | 0     | 0          | 0                                  | 2    | 4     | 6          | 0                           | 0    | 1     | 1          | 16         |
| 16:15      | 0                                  | 12   | 1     | 13         | 0                           | 0    | 0     | 0          | 0                                  | 1    | 6     | 7          | 0                           | 0    | 0     | 0          | 20         |
| 16:30      | 0                                  | 7    | 0     | 7          | 0                           | 0    | 0     | 0          | 0                                  | 2    | 10    | 12         | 0                           | 0    | 1     | 1          | 20         |
| 16:45      | 0                                  | 7    | 0     | 7          | 0                           | 0    | 0     | 0          | 0                                  | 3    | 7     | 10         | 0                           | 0    | 0     | 0          | 17         |
| Total      | 0                                  | 35   | 1     | 36         | 0                           | 0    | 0     | 0          | 0                                  | 8    | 27    | 35         | 0                           | 0    | 2     | 2          | 73         |
| 17:00      | 0                                  | 5    | 0     | 5          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 7     | 7          | 0                           | 0    | 0     | 0          | 12         |
| 17:15      | 0                                  | 5    | 0     | 5          | 0                           | 0    | 0     | 0          | 0                                  | 1    | 10    | 11         | 1                           | 0    | 1     | 2          | 18         |
| 17:30      | 0                                  | 5    | 0     | 5          | 0                           | 0    | 0     | 0          | 0                                  | 1    | 9     | 10         | 0                           | 0    | 0     | 0          | 15         |
| 17:45      | 0                                  | 6    | 0     | 6          | 0                           | 0    | 0     | 0          | 0                                  | 3    | 6     | 9          | 0                           | 0    | 3     | 3          | 18         |
| Total      | 0                                  | 21   | 0     | 21         | 0                           | 0    | 0     | 0          | 0                                  | 5    | 32    | 37         | 1                           | 0    | 4     | 5          | 63         |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

Groups Printed- Bank 2

|             | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Grand Total | 0                                  | 264  | 8     | 272        | 0                           | 0    | 0     | 0          | 0                                  | 80   | 297   | 377        | 6                           | 0    | 17    | 23         | 672        |
| Apprch %    | 0                                  | 97.1 | 2.9   |            | 0                           | 0    | 0     |            | 0                                  | 21.2 | 78.8  |            | 26.1                        | 0    | 73.9  |            |            |
| Total %     | 0                                  | 39.3 | 1.2   | 40.5       | 0                           | 0    | 0     | 0          | 0                                  | 11.9 | 44.2  | 56.1       | 0.9                         | 0    | 2.5   | 3.4        |            |

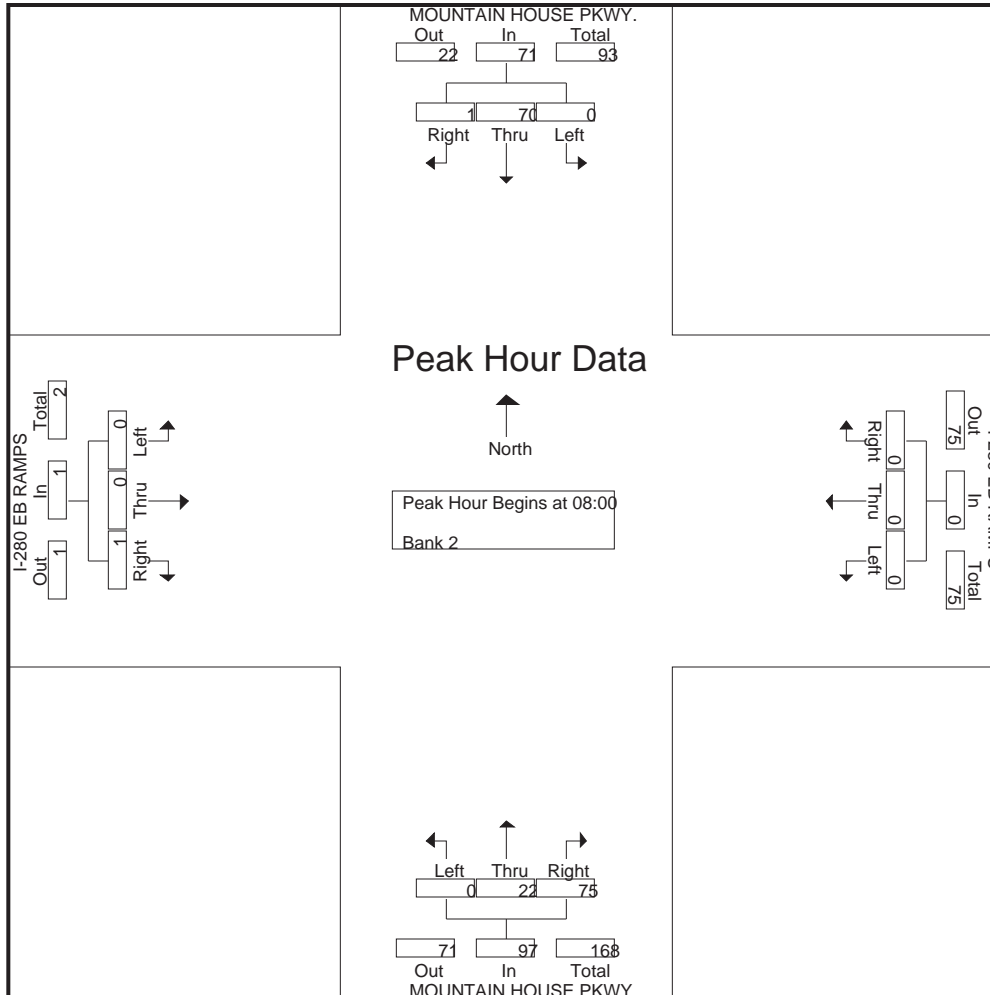
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |          |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |          |           |            | I-280 EB RAMPS<br>Eastbound |      |          |            | Int. Total |
|--|------------------------------------|-----------|----------|------------|-----------------------------|------|-------|------------|------------------------------------|----------|-----------|------------|-----------------------------|------|----------|------------|------------|
|  | Left                               | Thru      | Right    | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru     | Right     | App. Total | Left                        | Thru | Right    | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |           |          |            |                             |      |       |            |                                    |          |           |            |                             |      |          |            |            |
| Peak Hour for Entire Intersection Begins at 08:00    |                                    |           |          |            |                             |      |       |            |                                    |          |           |            |                             |      |          |            |            |
| 08:00  | 0                                  | 11        | 0        | 11         | 0                           | 0    | 0     | 0          | 0                                  | 2        | <b>22</b> | 24         | 0                           | 0    | 0        | 0          | 35         |
| 08:15  | 0                                  | 20        | 0        | 20         | 0                           | 0    | 0     | 0          | 0                                  | <b>7</b> | 14        | 21         | 0                           | 0    | <b>1</b> | <b>1</b>   | 42         |
| 08:30  | 0                                  | <b>21</b> | <b>1</b> | <b>22</b>  | 0                           | 0    | 0     | 0          | 0                                  | 7        | 18        | 25         | 0                           | 0    | 0        | 0          | <b>47</b>  |
| 08:45  | 0                                  | 18        | 0        | 18         | 0                           | 0    | 0     | 0          | 0                                  | 6        | 21        | <b>27</b>  | 0                           | 0    | 0        | 0          | 45         |
| Total Volume   | 0                                  | 70        | 1        | 71         | 0                           | 0    | 0     | 0          | 0                                  | 22       | 75        | 97         | 0                           | 0    | 1        | 1          | 169        |
| % App. Total   | 0                                  | 98.6      | 1.4      |            | 0                           | 0    | 0     |            | 0                                  | 22.7     | 77.3      |            | 0                           | 0    | 100      |            |            |
| PHF  | .000                               | .833      | .250     | .807       | .000                        | .000 | .000  | .000       | .000                               | .786     | .852      | .898       | .000                        | .000 | .250     | .250       | .899       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 4

| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 15:00    |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| 15:00  | 0                                  | 6    | 0     | 6          | 0                           | 0    | 0     | 0          | 0                                  | 4    | 13    | 17         | 1                           | 0    | 2     | 3          | 26         |
| 15:15  | 0                                  | 9    | 0     | 9          | 0                           | 0    | 0     | 0          | 0                                  | 3    | 10    | 13         | 2                           | 0    | 1     | 3          | 25         |
| 15:30  | 0                                  | 2    | 1     | 3          | 0                           | 0    | 0     | 0          | 0                                  | 3    | 11    | 14         | 0                           | 0    | 1     | 1          | 18         |
| 15:45  | 0                                  | 10   | 1     | 11         | 0                           | 0    | 0     | 0          | 0                                  | 1    | 13    | 14         | 1                           | 0    | 2     | 3          | 28         |
| Total Volume   | 0                                  | 27   | 2     | 29         | 0                           | 0    | 0     | 0          | 0                                  | 11   | 47    | 58         | 4                           | 0    | 6     | 10         | 97         |
| % App. Total   | 0                                  | 93.1 | 6.9   |            | 0                           | 0    | 0     |            | 0                                  | 19   | 81    |            | 40                          | 0    | 60    |            |            |
| PHF  | .000                               | .675 | .500  | .659       | .000                        | .000 | .000  | .000       | .000                               | .688 | .904  | .853       | .500                        | .000 | .750  | .833       | .866       |

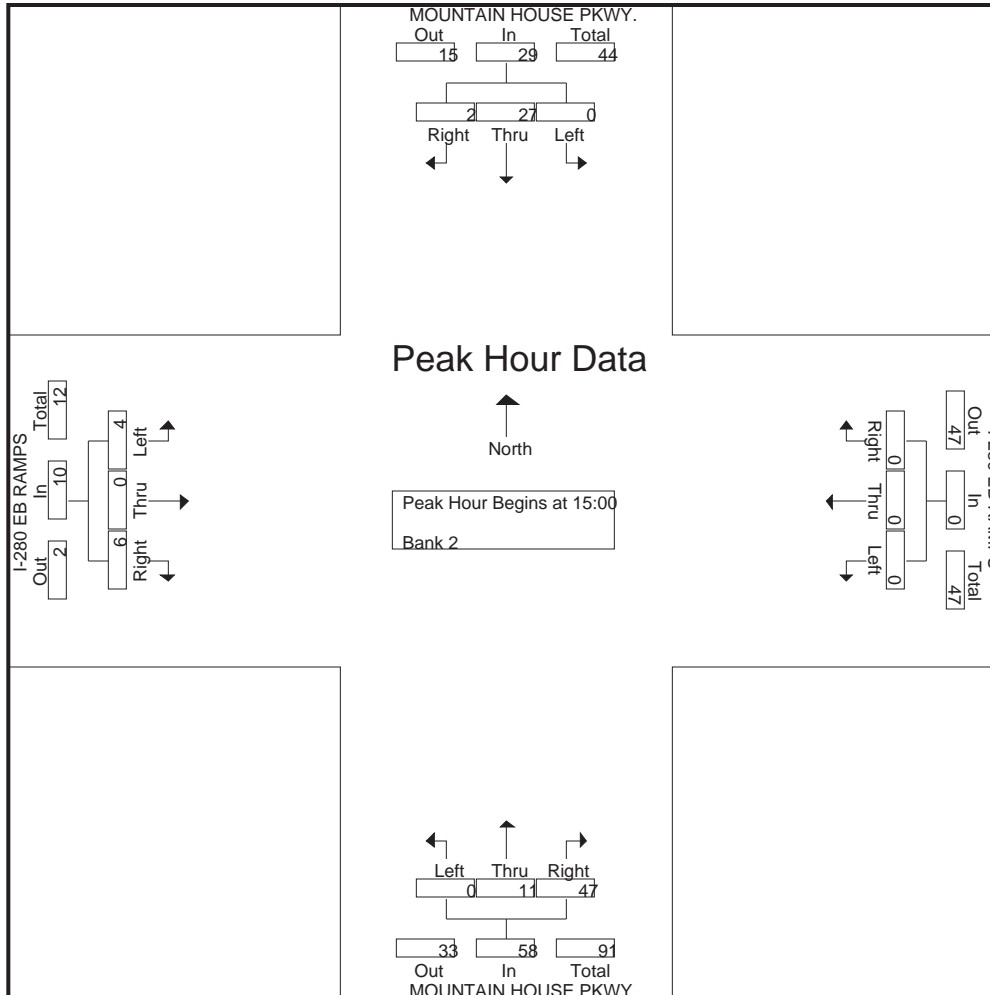


# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Bank 1

| Start Time  | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |   |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|---|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |   |
| 06:30       | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 1 |
| Total       | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 1 |
| 08:45       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 0          | 1                           | 0    | 0     | 0          | 0          | 1 |
| Total       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 0          | 1                           | 0    | 0     | 0          | 0          | 1 |
| 17:15       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 0          | 1                           | 0    | 0     | 0          | 0          | 1 |
| Total       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 0          | 1                           | 0    | 0     | 0          | 0          | 1 |
| Grand Total | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 2     | 0          | 2                           | 0    | 0     | 0          | 0          | 3 |
| Apprch %    | 0                                  | 100  | 0     |            | 0                           | 0    | 0     |            | 0                                  | 100  | 0     |            | 0                           | 0    | 0     |            |            |   |
| Total %     | 0                                  | 33.3 | 0     | 33.3       | 0                           | 0    | 0     | 0          | 0                                  | 66.7 | 0     | 66.7       | 0                           | 0    | 0     | 0          | 0          |   |

| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |      |
|--------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|------|
|              | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |      |
| 06:00        | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 0    |
| 06:15        | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 0    |
| 06:30        | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 1    |
| 06:45        | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 0    |
| Total Volume | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 1    |
| % App. Total | 0                                  | 100  | 0     |            | 0                           | 0    | 0     |            | 0                                  | 0    | 0     |            | 0                           | 0    | 0     |            |            |      |
| PHF          | .000                               | .250 | .000  | .250       | .000                        | .000 | .000  | .000       | .000                               | .000 | .000  | .000       | .000                        | .000 | .000  | .000       | .000       | .250 |

Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

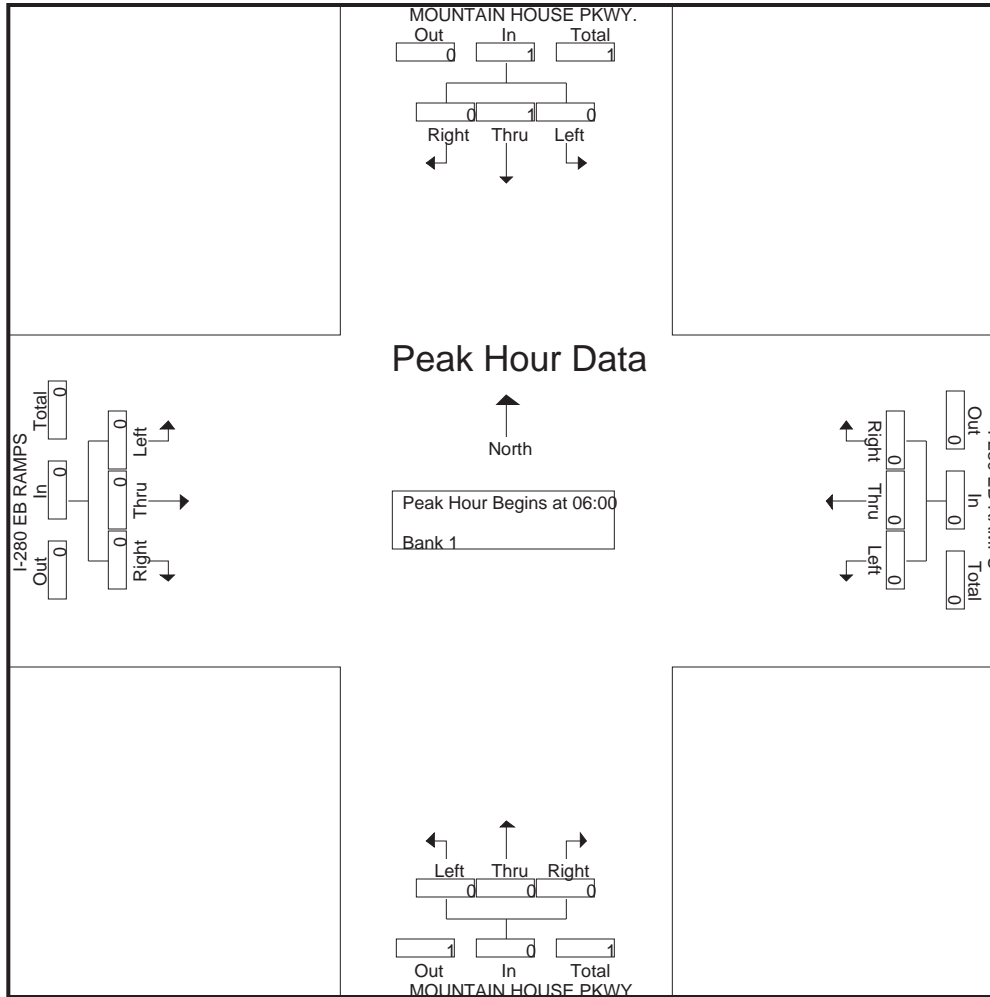
Peak Hour for Entire Intersection Begins at 06:00

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3

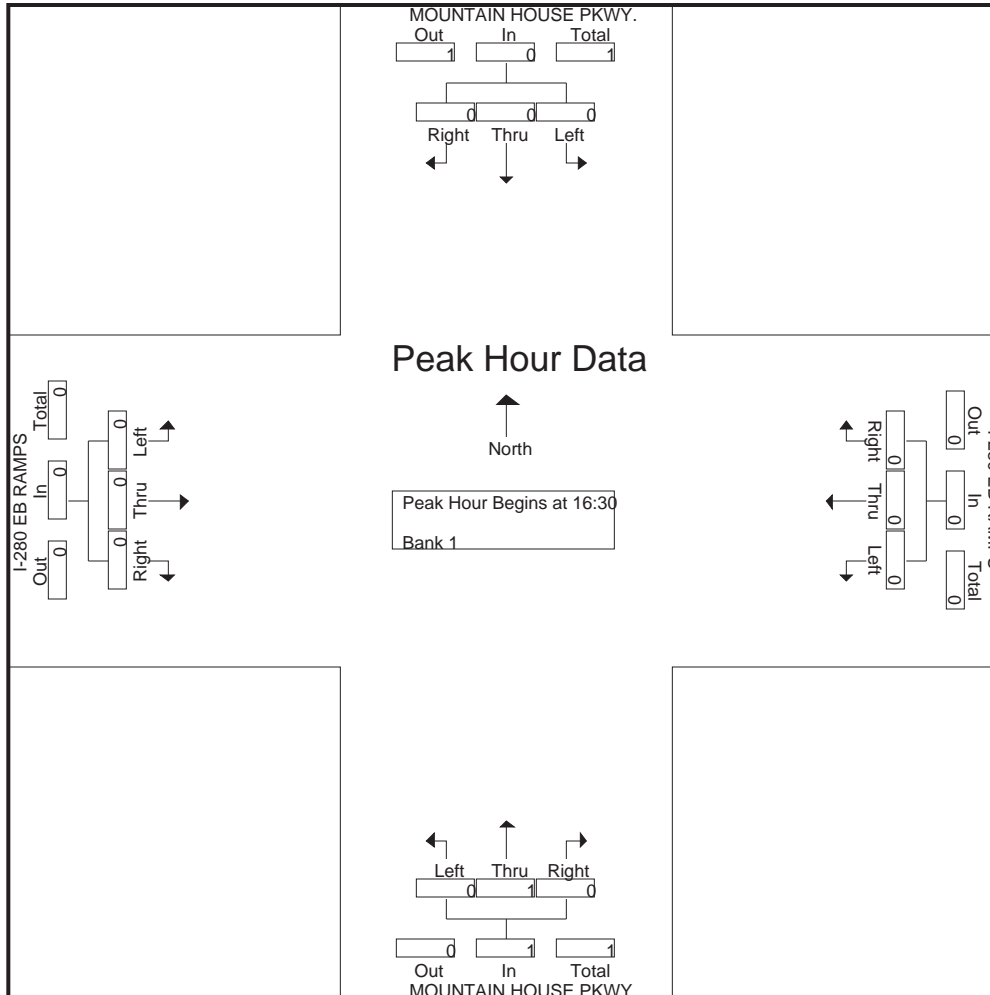
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:30    |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| 16:30  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          |            |
| 16:45  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          |            |
| 17:00  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          |            |
| 17:15  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 1          |            |
| Total Volume   | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 1          |            |
| % App. Total   | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 100  | 0     | 100        | 0                           | 0    | 0     | 100        |            |
| PHF  | .000                               | .000 | .000  | .000       | .000                        | .000 | .000  | .000       | .000                               | .250 | .000  | .250       | .000                        | .000 | .000  | .250       |            |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Unshifted - Bank 2

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| 06:00      | 0                                  | 91   | 11    | 102        | 0                           | 0    | 0     | 0          | 0                                  | 17   | 28    | 45         | 6                           | 1    | 0     | 7          | 154        |
| 06:15      | 0                                  | 124  | 12    | 136        | 0                           | 0    | 0     | 0          | 0                                  | 27   | 44    | 71         | 5                           | 0    | 6     | 11         | 218        |
| 06:30      | 0                                  | 132  | 21    | 153        | 0                           | 0    | 0     | 0          | 0                                  | 23   | 34    | 57         | 14                          | 0    | 3     | 17         | 227        |
| 06:45      | 0                                  | 99   | 28    | 127        | 0                           | 0    | 0     | 0          | 0                                  | 12   | 52    | 64         | 10                          | 0    | 5     | 15         | 206        |
| Total      | 0                                  | 446  | 72    | 518        | 0                           | 0    | 0     | 0          | 0                                  | 79   | 158   | 237        | 35                          | 1    | 14    | 50         | 805        |
| 07:00      | 0                                  | 91   | 41    | 132        | 0                           | 0    | 0     | 0          | 0                                  | 20   | 55    | 75         | 8                           | 1    | 3     | 12         | 219        |
| 07:15      | 0                                  | 95   | 50    | 145        | 0                           | 0    | 0     | 0          | 0                                  | 17   | 43    | 60         | 7                           | 0    | 5     | 12         | 217        |
| 07:30      | 0                                  | 85   | 58    | 143        | 0                           | 0    | 0     | 0          | 0                                  | 20   | 34    | 54         | 12                          | 0    | 2     | 14         | 211        |
| 07:45      | 0                                  | 111  | 84    | 195        | 0                           | 0    | 0     | 0          | 0                                  | 13   | 41    | 54         | 19                          | 0    | 3     | 22         | 271        |
| Total      | 0                                  | 382  | 233   | 615        | 0                           | 0    | 0     | 0          | 0                                  | 70   | 173   | 243        | 46                          | 1    | 13    | 60         | 918        |
| 08:00      | 0                                  | 116  | 67    | 183        | 0                           | 0    | 0     | 0          | 0                                  | 11   | 53    | 64         | 13                          | 0    | 4     | 17         | 264        |
| 08:15      | 0                                  | 96   | 63    | 159        | 0                           | 0    | 0     | 0          | 0                                  | 27   | 42    | 69         | 16                          | 0    | 6     | 22         | 250        |
| 08:30      | 0                                  | 88   | 64    | 152        | 0                           | 0    | 0     | 0          | 0                                  | 21   | 47    | 68         | 15                          | 0    | 4     | 19         | 239        |
| 08:45      | 0                                  | 66   | 37    | 103        | 0                           | 0    | 0     | 0          | 0                                  | 26   | 51    | 77         | 5                           | 0    | 0     | 5          | 185        |
| Total      | 0                                  | 366  | 231   | 597        | 0                           | 0    | 0     | 0          | 0                                  | 85   | 193   | 278        | 49                          | 0    | 14    | 63         | 938        |
| 15:00      | 0                                  | 50   | 56    | 106        | 0                           | 0    | 0     | 0          | 0                                  | 22   | 87    | 109        | 51                          | 0    | 18    | 69         | 284        |
| 15:15      | 0                                  | 52   | 60    | 112        | 0                           | 0    | 0     | 0          | 0                                  | 18   | 52    | 70         | 28                          | 0    | 4     | 32         | 214        |
| 15:30      | 0                                  | 54   | 59    | 113        | 0                           | 0    | 0     | 0          | 0                                  | 30   | 91    | 121        | 46                          | 0    | 9     | 55         | 289        |
| 15:45      | 0                                  | 56   | 63    | 119        | 0                           | 0    | 0     | 0          | 0                                  | 21   | 52    | 73         | 49                          | 0    | 11    | 60         | 252        |
| Total      | 0                                  | 212  | 238   | 450        | 0                           | 0    | 0     | 0          | 0                                  | 91   | 282   | 373        | 174                         | 0    | 42    | 216        | 1039       |
| 16:00      | 0                                  | 73   | 38    | 111        | 0                           | 0    | 0     | 0          | 0                                  | 13   | 50    | 63         | 44                          | 1    | 9     | 54         | 228        |
| 16:15      | 0                                  | 95   | 42    | 137        | 0                           | 0    | 0     | 0          | 0                                  | 25   | 55    | 80         | 52                          | 1    | 8     | 61         | 278        |
| 16:30      | 0                                  | 78   | 73    | 151        | 0                           | 0    | 0     | 0          | 0                                  | 14   | 112   | 126        | 60                          | 0    | 3     | 63         | 340        |
| 16:45      | 0                                  | 61   | 37    | 98         | 0                           | 0    | 0     | 0          | 0                                  | 23   | 81    | 104        | 70                          | 3    | 9     | 82         | 284        |
| Total      | 0                                  | 307  | 190   | 497        | 0                           | 0    | 0     | 0          | 0                                  | 75   | 298   | 373        | 226                         | 5    | 29    | 260        | 1130       |
| 17:00      | 0                                  | 35   | 55    | 90         | 0                           | 0    | 0     | 0          | 0                                  | 23   | 99    | 122        | 77                          | 2    | 9     | 88         | 300        |
| 17:15      | 0                                  | 41   | 45    | 86         | 0                           | 0    | 0     | 0          | 0                                  | 26   | 77    | 103        | 58                          | 0    | 7     | 65         | 254        |
| 17:30      | 0                                  | 42   | 42    | 84         | 0                           | 0    | 0     | 0          | 0                                  | 29   | 63    | 92         | 61                          | 1    | 2     | 64         | 240        |
| 17:45      | 0                                  | 36   | 55    | 91         | 0                           | 0    | 0     | 0          | 0                                  | 24   | 58    | 82         | 84                          | 0    | 10    | 94         | 267        |
| Total      | 0                                  | 154  | 197   | 351        | 0                           | 0    | 0     | 0          | 0                                  | 102  | 297   | 399        | 280                         | 3    | 28    | 311        | 1061       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 2

## Groups Printed- Unshifted - Bank 2

|             | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 EB RAMPS<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Grand Total | 0                                  | 1867 | 1161  | 3028       | 0                           | 0    | 0     | 0          | 0                                  | 502  | 1401  | 1903       | 810                         | 10   | 140   | 960        | 5891       |
| Apprch %    | 0                                  | 61.7 | 38.3  |            | 0                           | 0    | 0     |            | 0                                  | 26.4 | 73.6  |            | 84.4                        | 1    | 14.6  |            |            |
| Total %     | 0                                  | 31.7 | 19.7  | 51.4       | 0                           | 0    | 0     | 0          | 0                                  | 8.5  | 23.8  | 32.3       | 13.7                        | 0.2  | 2.4   | 16.3       |            |
| Unshifted   | 0                                  | 1603 | 1153  | 2756       | 0                           | 0    | 0     | 0          | 0                                  | 422  | 1104  | 1526       | 804                         | 10   | 123   | 937        | 5219       |
| % Unshifted | 0                                  | 85.9 | 99.3  | 91         | 0                           | 0    | 0     | 0          | 0                                  | 84.1 | 78.8  | 80.2       | 99.3                        | 100  | 87.9  | 97.6       | 88.6       |
| Bank 2      | 0                                  | 264  | 8     | 272        | 0                           | 0    | 0     | 0          | 0                                  | 80   | 297   | 377        | 6                           | 0    | 17    | 23         | 672        |
| % Bank 2    | 0                                  | 14.1 | 0.7   | 9          | 0                           | 0    | 0     | 0          | 0                                  | 15.9 | 21.2  | 19.8       | 0.7                         | 0    | 12.1  | 2.4        | 11.4       |

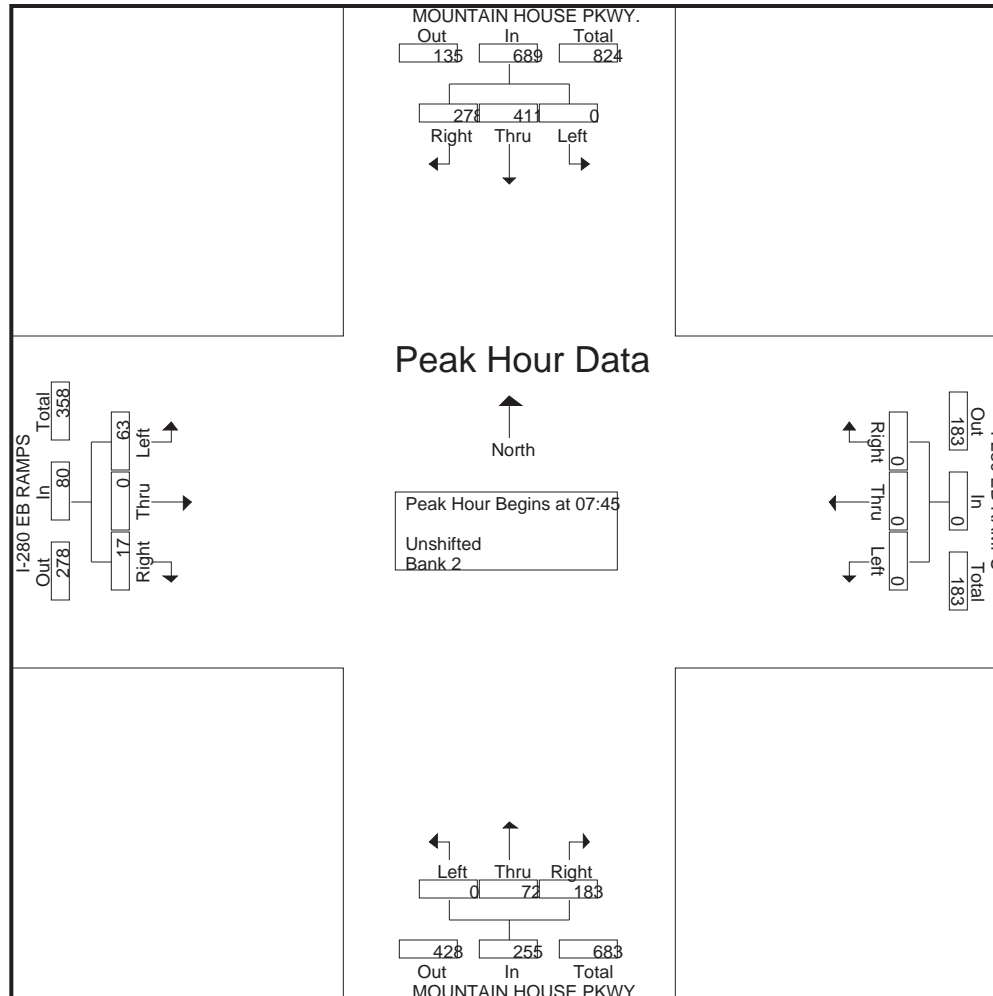
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |            |           |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |           |            | I-280 EB RAMPS<br>Eastbound |      |          |            | Int. Total |
|--|------------------------------------|------------|-----------|------------|-----------------------------|------|-------|------------|------------------------------------|-----------|-----------|------------|-----------------------------|------|----------|------------|------------|
|  | Left                               | Thru       | Right     | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru      | Right     | App. Total | Left                        | Thru | Right    | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |            |           |            |                             |      |       |            |                                    |           |           |            |                             |      |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:45    |                                    |            |           |            |                             |      |       |            |                                    |           |           |            |                             |      |          |            |            |
| 07:45  | 0                                  | 111        | <b>84</b> | <b>195</b> | 0                           | 0    | 0     | 0          | 0                                  | 13        | 41        | 54         | <b>19</b>                   | 0    | 3        | <b>22</b>  | <b>271</b> |
| 08:00  | 0                                  | <b>116</b> | 67        | 183        | 0                           | 0    | 0     | 0          | 0                                  | 11        | <b>53</b> | 64         | 13                          | 0    | 4        | 17         | 264        |
| 08:15  | 0                                  | 96         | 63        | 159        | 0                           | 0    | 0     | 0          | 0                                  | <b>27</b> | 42        | <b>69</b>  | 16                          | 0    | <b>6</b> | 22         | 250        |
| 08:30  | 0                                  | 88         | 64        | 152        | 0                           | 0    | 0     | 0          | 0                                  | 21        | 47        | 68         | 15                          | 0    | 4        | 19         | 239        |
| Total Volume   | 0                                  | 411        | 278       | 689        | 0                           | 0    | 0     | 0          | 0                                  | 72        | 183       | 255        | 63                          | 0    | 17       | 80         | 1024       |
| % App. Total   | 0                                  | 59.7       | 40.3      |            | 0                           | 0    | 0     |            | 0                                  | 28.2      | 71.8      |            | 78.8                        | 0    | 21.2     |            |            |
| PHF  | .000                               | .886       | .827      | .883       | .000                        | .000 | .000  | .000       | .000                               | .667      | .863      | .924       | .829                        | .000 | .708     | .909       | .945       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3





# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 4

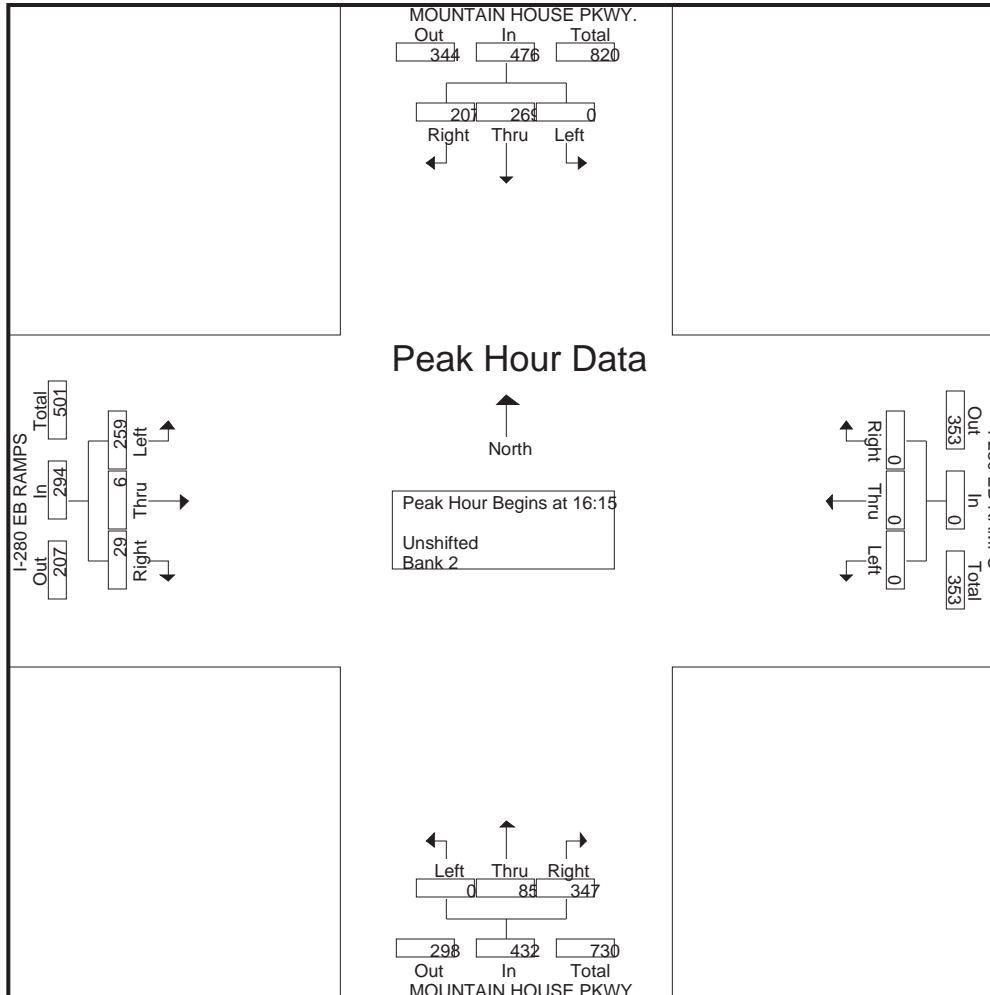
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |           |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |            |            | I-280 EB RAMPS<br>Eastbound |          |          |            | Int. Total |
|--|------------------------------------|-----------|-----------|------------|-----------------------------|------|-------|------------|------------------------------------|-----------|------------|------------|-----------------------------|----------|----------|------------|------------|
|  | Left                               | Thru      | Right     | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru      | Right      | App. Total | Left                        | Thru     | Right    | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |           |           |            |                             |      |       |            |                                    |           |            |            |                             |          |          |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                                    |           |           |            |                             |      |       |            |                                    |           |            |            |                             |          |          |            |            |
| 16:15  | 0                                  | <b>95</b> | 42        | 137        | 0                           | 0    | 0     | 0          | 0                                  | <b>25</b> | 55         | 80         | 52                          | 1        | 8        | 61         | 278        |
| 16:30  | 0                                  | 78        | <b>73</b> | <b>151</b> | 0                           | 0    | 0     | 0          | 0                                  | 14        | <b>112</b> | <b>126</b> | 60                          | 0        | 3        | 63         | <b>340</b> |
| 16:45  | 0                                  | 61        | 37        | 98         | 0                           | 0    | 0     | 0          | 0                                  | 23        | 81         | 104        | 70                          | <b>3</b> | <b>9</b> | 82         | 284        |
| 17:00  | 0                                  | 35        | 55        | 90         | 0                           | 0    | 0     | 0          | 0                                  | 23        | 99         | 122        | <b>77</b>                   | 2        | 9        | <b>88</b>  | 300        |
| Total Volume   | 0                                  | 269       | 207       | 476        | 0                           | 0    | 0     | 0          | 0                                  | 85        | 347        | 432        | 259                         | 6        | 29       | 294        | 1202       |
| % App. Total   | 0                                  | 56.5      | 43.5      |            | 0                           | 0    | 0     |            | 0                                  | 19.7      | 80.3       |            | 88.1                        | 2        | 9.9      |            |            |
| PHF  | .000                               | .708      | .709      | .788       | .000                        | .000 | .000  | .000       | .000                               | .850      | .775       | .857       | .841                        | .500     | .806     | .835       | .884       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Unshifted

| Start Time  | MOUNTAIN HOUSE PKWY.<br>Southbound |      |      |     |            | I-280 EB RAMPS<br>Westbound |      |       |      |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |      |            | I-280 EB RAMPS<br>Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |
|-------------|------------------------------------|------|------|-----|------------|-----------------------------|------|-------|------|------------|------------------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------|--------------|------------|
|             | Left                               | Thr  | Rig  | Ped | App. Total | Left                        | Thru | Right | Peds | App. Total | Left                               | Thru | Right | Peds | App. Total | Left                        | Thru | Right | Peds | App. Total |              |              |            |
| 06:00       | 0                                  | 78   | 11   | 0   | 89         | 0                           | 0    | 0     | 0    | 0          | 0                                  | 11   | 18    | 0    | 29         | 6                           | 1    | 0     | 0    | 7          | 0            | 125          | 125        |
| 06:15       | 0                                  | 104  | 12   | 0   | 116        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 17   | 36    | 0    | 53         | 5                           | 0    | 5     | 0    | 10         | 0            | 179          | 179        |
| 06:30       | 0                                  | 116  | 20   | 0   | 136        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 17   | 22    | 0    | 39         | 14                          | 0    | 2     | 0    | 16         | 0            | 191          | 191        |
| 06:45       | 0                                  | 86   | 27   | 0   | 113        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 9    | 32    | 0    | 41         | 9                           | 0    | 4     | 0    | 13         | 0            | 167          | 167        |
| Total       | 0                                  | 384  | 70   | 0   | 454        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 54   | 108   | 0    | 162        | 34                          | 1    | 11    | 0    | 46         | 0            | 662          | 662        |
| 07:00       | 0                                  | 79   | 41   | 0   | 120        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 18   | 31    | 0    | 49         | 8                           | 1    | 3     | 0    | 12         | 0            | 181          | 181        |
| 07:15       | 0                                  | 82   | 48   | 0   | 130        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 14   | 29    | 0    | 43         | 7                           | 0    | 5     | 0    | 12         | 0            | 185          | 185        |
| 07:30       | 0                                  | 75   | 58   | 0   | 133        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 17   | 22    | 0    | 39         | 12                          | 0    | 1     | 0    | 13         | 0            | 185          | 185        |
| 07:45       | 0                                  | 97   | 84   | 0   | 181        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 12   | 25    | 0    | 37         | 19                          | 0    | 3     | 0    | 22         | 0            | 240          | 240        |
| Total       | 0                                  | 333  | 231  | 0   | 564        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 61   | 107   | 0    | 168        | 46                          | 1    | 12    | 0    | 59         | 0            | 791          | 791        |
| 08:00       | 0                                  | 105  | 67   | 0   | 172        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 9    | 31    | 0    | 40         | 13                          | 0    | 4     | 0    | 17         | 0            | 229          | 229        |
| 08:15       | 0                                  | 76   | 63   | 0   | 139        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 20   | 28    | 0    | 48         | 16                          | 0    | 5     | 0    | 21         | 0            | 208          | 208        |
| 08:30       | 0                                  | 67   | 63   | 0   | 130        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 14   | 29    | 0    | 43         | 15                          | 0    | 4     | 0    | 19         | 0            | 192          | 192        |
| 08:45       | 0                                  | 48   | 37   | 0   | 85         | 0                           | 0    | 0     | 0    | 0          | 0                                  | 20   | 30    | 0    | 50         | 5                           | 0    | 0     | 0    | 5          | 0            | 140          | 140        |
| Total       | 0                                  | 296  | 230  | 0   | 526        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 63   | 118   | 0    | 181        | 49                          | 0    | 13    | 0    | 62         | 0            | 769          | 769        |
| 15:00       | 0                                  | 44   | 56   | 0   | 100        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 18   | 74    | 0    | 92         | 50                          | 0    | 16    | 0    | 66         | 0            | 258          | 258        |
| 15:15       | 0                                  | 43   | 60   | 0   | 103        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 15   | 42    | 0    | 57         | 26                          | 0    | 3     | 0    | 29         | 0            | 189          | 189        |
| 15:30       | 0                                  | 52   | 58   | 0   | 110        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 27   | 80    | 0    | 107        | 46                          | 0    | 8     | 0    | 54         | 0            | 271          | 271        |
| 15:45       | 0                                  | 46   | 62   | 0   | 108        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 20   | 39    | 0    | 59         | 48                          | 0    | 9     | 0    | 57         | 0            | 224          | 224        |
| Total       | 0                                  | 185  | 236  | 0   | 421        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 80   | 235   | 0    | 315        | 170                         | 0    | 36    | 0    | 206        | 0            | 942          | 942        |
| 16:00       | 0                                  | 64   | 38   | 0   | 102        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 11   | 46    | 0    | 57         | 44                          | 1    | 8     | 0    | 53         | 0            | 212          | 212        |
| 16:15       | 0                                  | 83   | 41   | 0   | 124        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 24   | 49    | 0    | 73         | 52                          | 1    | 8     | 0    | 61         | 0            | 258          | 258        |
| 16:30       | 0                                  | 71   | 73   | 0   | 144        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 12   | 102   | 0    | 114        | 60                          | 0    | 2     | 0    | 62         | 0            | 320          | 320        |
| 16:45       | 0                                  | 54   | 37   | 0   | 91         | 0                           | 0    | 0     | 0    | 0          | 0                                  | 20   | 74    | 0    | 94         | 70                          | 3    | 9     | 0    | 82         | 0            | 267          | 267        |
| Total       | 0                                  | 272  | 189  | 0   | 461        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 67   | 271   | 0    | 338        | 226                         | 5    | 27    | 0    | 258        | 0            | 1057         | 1057       |
| 17:00       | 0                                  | 30   | 55   | 0   | 85         | 0                           | 0    | 0     | 0    | 0          | 0                                  | 23   | 92    | 0    | 115        | 77                          | 2    | 9     | 0    | 88         | 0            | 288          | 288        |
| 17:15       | 0                                  | 36   | 45   | 0   | 81         | 0                           | 0    | 0     | 0    | 0          | 0                                  | 25   | 67    | 0    | 92         | 57                          | 0    | 6     | 0    | 63         | 0            | 236          | 236        |
| 17:30       | 0                                  | 37   | 42   | 0   | 79         | 0                           | 0    | 0     | 0    | 0          | 0                                  | 28   | 54    | 0    | 82         | 61                          | 1    | 2     | 0    | 64         | 0            | 225          | 225        |
| 17:45       | 0                                  | 30   | 55   | 0   | 85         | 0                           | 0    | 0     | 0    | 0          | 0                                  | 21   | 52    | 0    | 73         | 84                          | 0    | 7     | 0    | 91         | 0            | 249          | 249        |
| Total       | 0                                  | 133  | 197  | 0   | 330        | 0                           | 0    | 0     | 0    | 0          | 0                                  | 97   | 265   | 0    | 362        | 279                         | 3    | 24    | 0    | 306        | 0            | 998          | 998        |
| Grand Total | 0                                  | 1603 | 1153 | 0   | 2756       | 0                           | 0    | 0     | 0    | 0          | 0                                  | 422  | 1104  | 0    | 1526       | 804                         | 10   | 123   | 0    | 937        | 0            | 5219         | 5219       |
| Apprch %    | 0                                  | 58.2 | 41.8 |     |            | 0                           | 0    | 0     |      |            | 0                                  | 27.7 | 72.3  |      |            | 85.8                        | 1.1  | 13.1  |      |            | 0            |              |            |
| Total %     | 0                                  | 30.7 | 22.1 |     | 52.8       | 0                           | 0    | 0     |      |            | 0                                  | 8.1  | 21.2  |      | 29.2       | 15.4                        | 0.2  | 2.4   |      | 18         | 0            | 100          |            |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

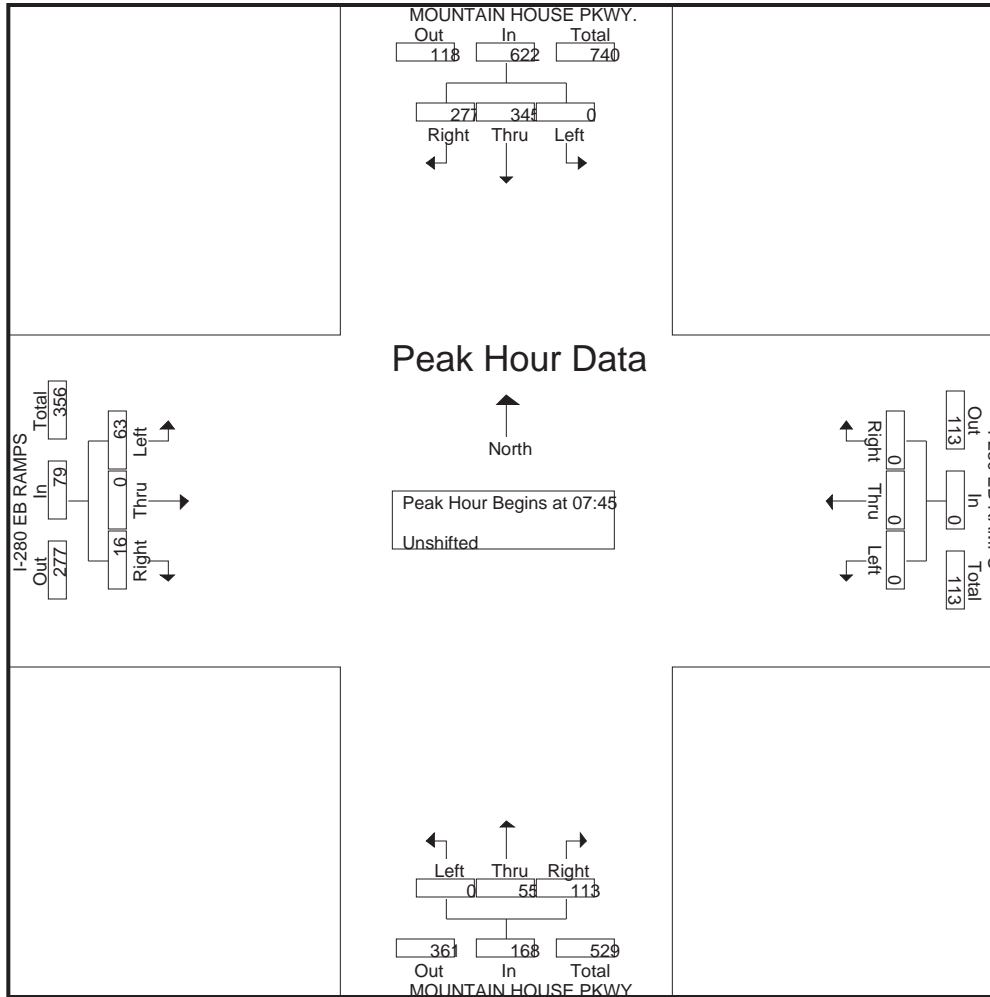
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |            |           |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |           |            | I-280 EB RAMPS<br>Eastbound |      |          |            | Int. Total |
|--|------------------------------------|------------|-----------|------------|-----------------------------|------|-------|------------|------------------------------------|-----------|-----------|------------|-----------------------------|------|----------|------------|------------|
|  | Left                               | Thru       | Right     | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru      | Right     | App. Total | Left                        | Thru | Right    | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |            |           |            |                             |      |       |            |                                    |           |           |            |                             |      |          |            |            |
| Peak Hour for Entire Intersection Begins at 07:45    |                                    |            |           |            |                             |      |       |            |                                    |           |           |            |                             |      |          |            |            |
| 07:45  | 0                                  | 97         | <b>84</b> | <b>181</b> | 0                           | 0    | 0     | 0          | 0                                  | 12        | 25        | 37         | <b>19</b>                   | 0    | 3        | <b>22</b>  | <b>240</b> |
| 08:00  | 0                                  | <b>105</b> | 67        | 172        | 0                           | 0    | 0     | 0          | 0                                  | 9         | <b>31</b> | 40         | 13                          | 0    | 4        | 17         | 229        |
| 08:15  | 0                                  | 76         | 63        | 139        | 0                           | 0    | 0     | 0          | 0                                  | <b>20</b> | 28        | <b>48</b>  | 16                          | 0    | <b>5</b> | 21         | 208        |
| 08:30  | 0                                  | 67         | 63        | 130        | 0                           | 0    | 0     | 0          | 0                                  | 14        | 29        | 43         | 15                          | 0    | 4        | 19         | 192        |
| Total Volume   | 0                                  | 345        | 277       | 622        | 0                           | 0    | 0     | 0          | 0                                  | 55        | 113       | 168        | 63                          | 0    | 16       | 79         | 869        |
| % App. Total   | 0                                  | 55.5       | 44.5      |            | 0                           | 0    | 0     |            | 0                                  | 32.7      | 67.3      |            | 79.7                        | 0    | 20.3     |            |            |
| PHF  | .000                               | .821       | .824      | .859       | .000                        | .000 | .000  | .000       | .000                               | .688      | .911      | .875       | .829                        | .000 | .800     | .898       | .905       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

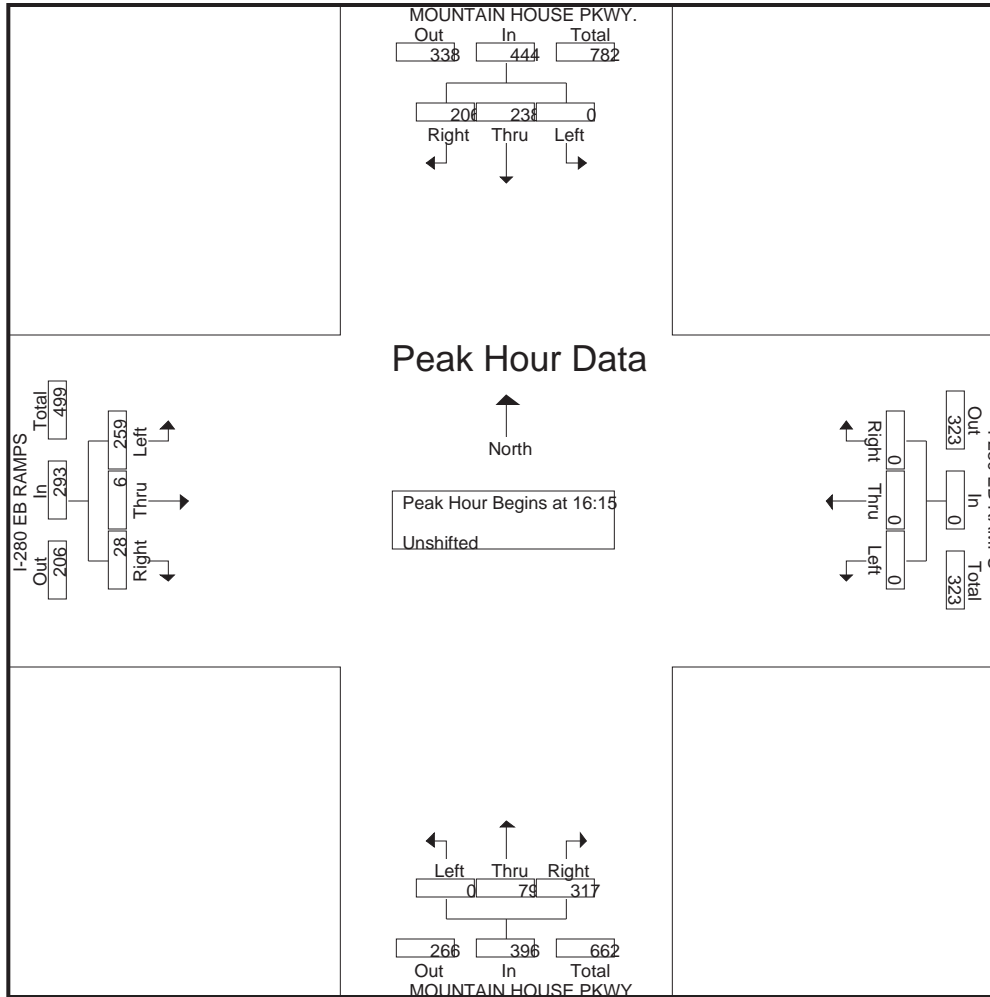
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |           |            | I-280 EB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |            |            | I-280 EB RAMPS<br>Eastbound |          |          |            | Int. Total |
|--|------------------------------------|-----------|-----------|------------|-----------------------------|------|-------|------------|------------------------------------|-----------|------------|------------|-----------------------------|----------|----------|------------|------------|
|  | Left                               | Thru      | Right     | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru      | Right      | App. Total | Left                        | Thru     | Right    | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |           |           |            |                             |      |       |            |                                    |           |            |            |                             |          |          |            |            |
| Peak Hour for Entire Intersection Begins at 16:15    |                                    |           |           |            |                             |      |       |            |                                    |           |            |            |                             |          |          |            |            |
| 16:15  | 0                                  | <b>83</b> | 41        | 124        | 0                           | 0    | 0     | 0          | 0                                  | <b>24</b> | 49         | 73         | 52                          | 1        | 8        | 61         | 258        |
| 16:30  | 0                                  | 71        | <b>73</b> | <b>144</b> | 0                           | 0    | 0     | 0          | 0                                  | 12        | <b>102</b> | 114        | 60                          | 0        | 2        | 62         | <b>320</b> |
| 16:45  | 0                                  | 54        | 37        | 91         | 0                           | 0    | 0     | 0          | 0                                  | 20        | 74         | 94         | 70                          | <b>3</b> | <b>9</b> | 82         | 267        |
| 17:00  | 0                                  | 30        | 55        | 85         | 0                           | 0    | 0     | 0          | 0                                  | 23        | 92         | <b>115</b> | <b>77</b>                   | 2        | 9        | <b>88</b>  | 288        |
| Total Volume   | 0                                  | 238       | 206       | 444        | 0                           | 0    | 0     | 0          | 0                                  | 79        | 317        | 396        | 259                         | 6        | 28       | 293        | 1133       |
| % App. Total   | 0                                  | 53.6      | 46.4      |            | 0                           | 0    | 0     |            | 0                                  | 19.9      | 80.1       |            | 88.4                        | 2        | 9.6      |            |            |
| PHF  | .000                               | .717      | .705      | .771       | .000                        | .000 | .000  | .000       | .000                               | .823      | .777       | .861       | .841                        | .500     | .778     | .832       | .885       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-002 MOUNTAIN HOUSE-I 280 EB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Bank 2

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 WB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| 06:00      | 0                                  | 1    | 2     | 3          | 13                          | 0    | 1     | 14         | 1                                  | 4    | 0     | 5          | 0                           | 0    | 0     | 0          | 22         |
| 06:15      | 0                                  | 3    | 1     | 4          | 17                          | 0    | 1     | 18         | 0                                  | 8    | 0     | 8          | 0                           | 0    | 0     | 0          | 30         |
| 06:30      | 0                                  | 3    | 0     | 3          | 14                          | 0    | 1     | 15         | 1                                  | 6    | 0     | 7          | 0                           | 0    | 0     | 0          | 25         |
| 06:45      | 0                                  | 1    | 1     | 2          | 13                          | 0    | 0     | 13         | 0                                  | 3    | 0     | 3          | 0                           | 0    | 0     | 0          | 18         |
| Total      | 0                                  | 8    | 4     | 12         | 57                          | 0    | 3     | 60         | 2                                  | 21   | 0     | 23         | 0                           | 0    | 0     | 0          | 95         |
| 07:00      | 0                                  | 1    | 0     | 1          | 10                          | 0    | 1     | 11         | 0                                  | 4    | 0     | 4          | 0                           | 0    | 0     | 0          | 16         |
| 07:15      | 0                                  | 2    | 0     | 2          | 14                          | 0    | 0     | 14         | 0                                  | 3    | 0     | 3          | 0                           | 0    | 0     | 0          | 19         |
| 07:30      | 0                                  | 3    | 0     | 3          | 7                           | 0    | 0     | 7          | 3                                  | 4    | 0     | 7          | 0                           | 0    | 0     | 0          | 17         |
| 07:45      | 0                                  | 3    | 0     | 3          | 12                          | 0    | 0     | 12         | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 16         |
| Total      | 0                                  | 9    | 0     | 9          | 43                          | 0    | 1     | 44         | 3                                  | 12   | 0     | 15         | 0                           | 0    | 0     | 0          | 68         |
| 08:00      | 0                                  | 3    | 0     | 3          | 9                           | 0    | 3     | 12         | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 0          | 17         |
| 08:15      | 0                                  | 4    | 0     | 4          | 16                          | 0    | 0     | 16         | 0                                  | 7    | 0     | 7          | 0                           | 0    | 0     | 0          | 27         |
| 08:30      | 0                                  | 4    | 0     | 4          | 18                          | 0    | 0     | 18         | 1                                  | 5    | 0     | 6          | 0                           | 0    | 0     | 0          | 28         |
| 08:45      | 0                                  | 1    | 0     | 1          | 15                          | 0    | 0     | 15         | 1                                  | 7    | 0     | 8          | 0                           | 0    | 0     | 0          | 24         |
| Total      | 0                                  | 12   | 0     | 12         | 58                          | 0    | 3     | 61         | 2                                  | 21   | 0     | 23         | 0                           | 0    | 0     | 0          | 96         |
| 15:00      | 0                                  | 2    | 0     | 2          | 5                           | 0    | 0     | 5          | 0                                  | 6    | 0     | 6          | 0                           | 0    | 0     | 0          | 13         |
| 15:15      | 0                                  | 1    | 0     | 1          | 9                           | 0    | 0     | 9          | 0                                  | 5    | 0     | 5          | 0                           | 0    | 0     | 0          | 15         |
| 15:30      | 0                                  | 2    | 0     | 2          | 1                           | 0    | 1     | 2          | 2                                  | 1    | 0     | 3          | 0                           | 0    | 0     | 0          | 7          |
| 15:45      | 0                                  | 4    | 0     | 4          | 6                           | 0    | 1     | 7          | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 12         |
| Total      | 0                                  | 9    | 0     | 9          | 21                          | 0    | 2     | 23         | 2                                  | 13   | 0     | 15         | 0                           | 0    | 0     | 0          | 47         |
| 16:00      | 0                                  | 2    | 0     | 2          | 8                           | 0    | 1     | 9          | 1                                  | 1    | 0     | 2          | 0                           | 0    | 0     | 0          | 13         |
| 16:15      | 0                                  | 1    | 0     | 1          | 12                          | 0    | 0     | 12         | 1                                  | 0    | 0     | 1          | 0                           | 0    | 0     | 0          | 14         |
| 16:30      | 0                                  | 1    | 0     | 1          | 7                           | 0    | 0     | 7          | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 0          | 10         |
| 16:45      | 0                                  | 0    | 1     | 1          | 7                           | 0    | 0     | 7          | 1                                  | 2    | 0     | 3          | 0                           | 0    | 0     | 0          | 11         |
| Total      | 0                                  | 4    | 1     | 5          | 34                          | 0    | 1     | 35         | 3                                  | 5    | 0     | 8          | 0                           | 0    | 0     | 0          | 48         |
| 17:00      | 0                                  | 1    | 0     | 1          | 3                           | 0    | 0     | 3          | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 5          |
| 17:15      | 0                                  | 0    | 0     | 0          | 4                           | 0    | 0     | 4          | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 5          |
| 17:30      | 0                                  | 0    | 0     | 0          | 6                           | 0    | 0     | 6          | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 7          |
| 17:45      | 0                                  | 0    | 0     | 0          | 6                           | 0    | 0     | 6          | 0                                  | 1    | 0     | 1          | 0                           | 0    | 0     | 0          | 7          |
| Total      | 0                                  | 1    | 0     | 1          | 19                          | 0    | 0     | 19         | 0                                  | 4    | 0     | 4          | 0                           | 0    | 0     | 0          | 24         |



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2

Groups Printed- Bank 2

|             | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 WB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Grand Total | 0                                  | 43   | 5     | 48         | 232                         | 0    | 10    | 242        | 12                                 | 76   | 0     | 88         | 0                           | 0    | 0     | 0          | 378        |
| Apprch %    | 0                                  | 89.6 | 10.4  |            | 95.9                        | 0    | 4.1   |            | 13.6                               | 86.4 | 0     |            | 0                           | 0    | 0     |            |            |
| Total %     | 0                                  | 11.4 | 1.3   | 12.7       | 61.4                        | 0    | 2.6   | 64         | 3.2                                | 20.1 | 0     | 23.3       | 0                           | 0    | 0     | 0          |            |

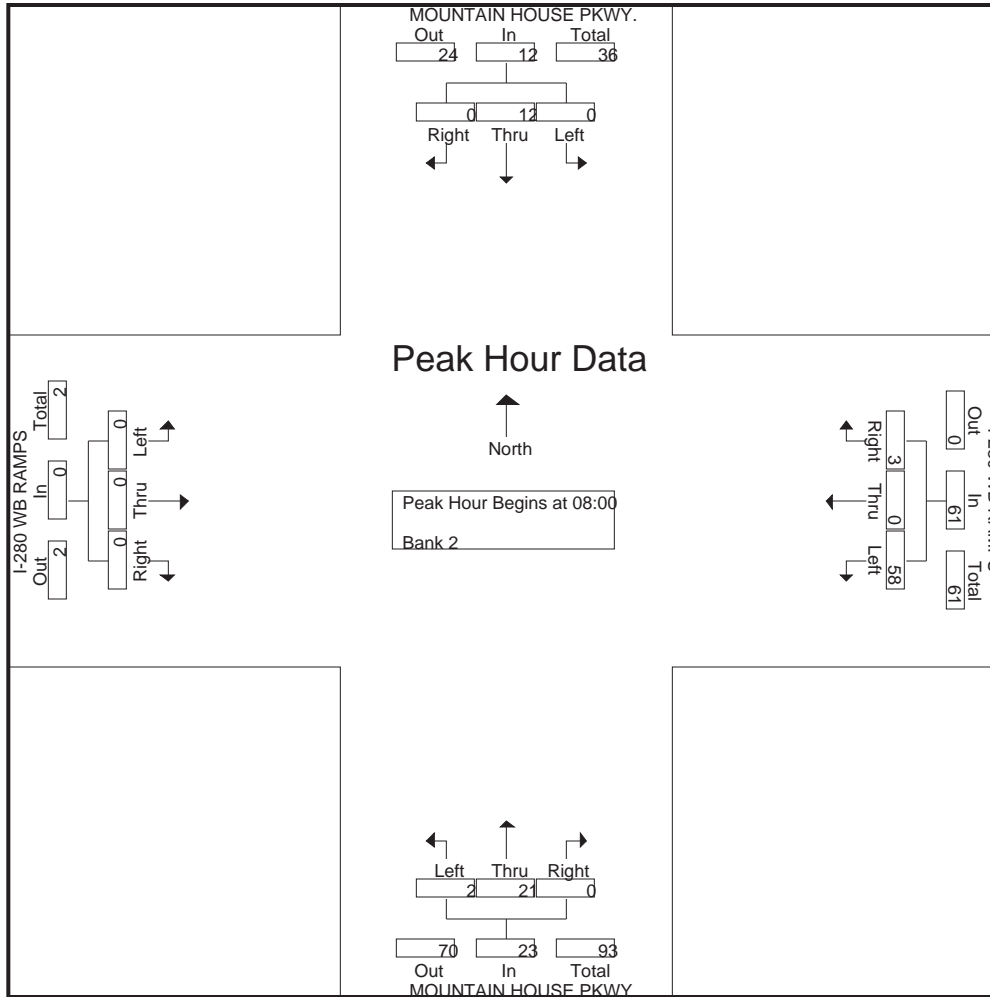
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |          |       |            | I-280 WB RAMPS<br>Westbound |      |          |            | MOUNTAIN HOUSE PKWY.<br>Northbound |          |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|----------|-------|------------|-----------------------------|------|----------|------------|------------------------------------|----------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru     | Right | App. Total | Left                        | Thru | Right    | App. Total | Left                               | Thru     | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |          |       |            |                             |      |          |            |                                    |          |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 08:00    |                                    |          |       |            |                             |      |          |            |                                    |          |       |            |                             |      |       |            |            |
| 08:00  | 0                                  | 3        | 0     | 3          | 9                           | 0    | <b>3</b> | 12         | 0                                  | 2        | 0     | 2          | 0                           | 0    | 0     | 0          | 17         |
| 08:15  | 0                                  | <b>4</b> | 0     | <b>4</b>   | 16                          | 0    | 0        | 16         | 0                                  | <b>7</b> | 0     | 7          | 0                           | 0    | 0     | 0          | 27         |
| 08:30  | 0                                  | 4        | 0     | 4          | <b>18</b>                   | 0    | 0        | <b>18</b>  | <b>1</b>                           | 5        | 0     | 6          | 0                           | 0    | 0     | 0          | <b>28</b>  |
| 08:45  | 0                                  | 1        | 0     | 1          | 15                          | 0    | 0        | 15         | 1                                  | 7        | 0     | <b>8</b>   | 0                           | 0    | 0     | 0          | 24         |
| Total Volume   | 0                                  | 12       | 0     | 12         | 58                          | 0    | 3        | 61         | 2                                  | 21       | 0     | 23         | 0                           | 0    | 0     | 0          | 96         |
| % App. Total   | 0                                  | 100      | 0     |            | 95.1                        | 0    | 4.9      |            | 8.7                                | 91.3     | 0     |            | 0                           | 0    | 0     |            |            |
| PHF  | .000                               | .750     | .000  | .750       | .806                        | .000 | .250     | .847       | .500                               | .750     | .000  | .719       | .000                        | .000 | .000  | .000       | .857       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

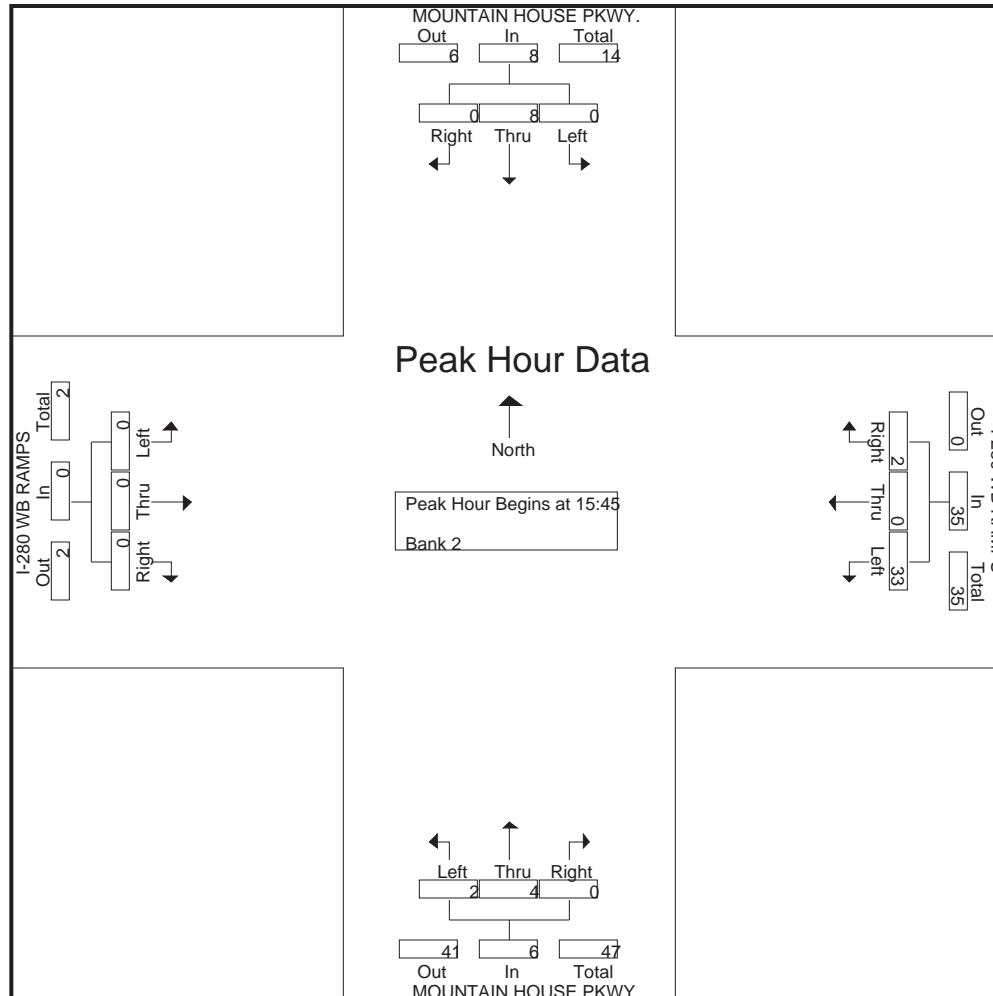
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |          |       |            | I-280 WB RAMPS<br>Westbound |      |          |            | MOUNTAIN HOUSE PKWY.<br>Northbound |          |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|----------|-------|------------|-----------------------------|------|----------|------------|------------------------------------|----------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru     | Right | App. Total | Left                        | Thru | Right    | App. Total | Left                               | Thru     | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |          |       |            |                             |      |          |            |                                    |          |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 15:45    |                                    |          |       |            |                             |      |          |            |                                    |          |       |            |                             |      |       |            |            |
| 15:45  | 0                                  | <b>4</b> | 0     | <b>4</b>   | 6                           | 0    | <b>1</b> | 7          | 0                                  | 1        | 0     | 1          | 0                           | 0    | 0     | 0          | 12         |
| 16:00  | 0                                  | 2        | 0     | 2          | 8                           | 0    | 1        | 9          | <b>1</b>                           | 1        | 0     | <b>2</b>   | 0                           | 0    | 0     | 0          | 13         |
| 16:15  | 0                                  | 1        | 0     | 1          | <b>12</b>                   | 0    | 0        | <b>12</b>  | 1                                  | 0        | 0     | 1          | 0                           | 0    | 0     | 0          | <b>14</b>  |
| 16:30  | 0                                  | 1        | 0     | 1          | 7                           | 0    | 0        | 7          | 0                                  | <b>2</b> | 0     | 2          | 0                           | 0    | 0     | 0          | 10         |
| Total Volume   | 0                                  | 8        | 0     | 8          | 33                          | 0    | 2        | 35         | 2                                  | 4        | 0     | 6          | 0                           | 0    | 0     | 0          | 49         |
| % App. Total   | 0                                  | 100      | 0     |            | 94.3                        | 0    | 5.7      |            | 33.3                               | 66.7     | 0     |            | 0                           | 0    | 0     |            |            |
| PHF  | .000                               | .500     | .000  | .500       | .688                        | .000 | .500     | .729       | .500                               | .500     | .000  | .750       | .000                        | .000 | .000  | .000       | .875       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Bank 1

| Start Time  | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 WB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |   |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|---|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |   |
| 06:30       | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 2 |
| Total       | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 2 |
| 08:45       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 0          | 1                           | 0    | 0     | 0          | 0          | 1 |
| Total       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 1     | 0          | 1                           | 0    | 0     | 0          | 0          | 1 |
| 17:15       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 2     | 0          | 2                           | 0    | 0     | 0          | 0          | 2 |
| Total       | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 2     | 0          | 2                           | 0    | 0     | 0          | 0          | 2 |
| Grand Total | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 3     | 0          | 3                           | 0    | 0     | 0          | 0          | 5 |
| Apprch %    | 0                                  | 100  | 0     |            | 0                           | 0    | 0     |            | 0                                  | 0    | 100   | 0          |                             | 0    | 0     | 0          |            |   |
| Total %     | 0                                  | 40   | 0     | 40         | 0                           | 0    | 0     | 0          | 0                                  | 0    | 60    | 0          | 60                          | 0    | 0     | 0          | 0          |   |

| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 WB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |      |
|--------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|------|
|              | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |      |
| 06:00        | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 0    |
| 06:15        | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 0    |
| 06:30        | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 2    |
| 06:45        | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 0    |
| Total Volume | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0          | 2    |
| % App. Total | 0                                  | 100  | 0     |            | 0                           | 0    | 0     |            | 0                                  | 0    | 0     |            | 0                           | 0    | 0     |            |            |      |
| PHF          | .000                               | .250 | .000  | .250       | .000                        | .000 | .000  | .000       | .000                               | .000 | .000  | .000       | .000                        | .000 | .000  | .000       | .000       | .250 |

Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1

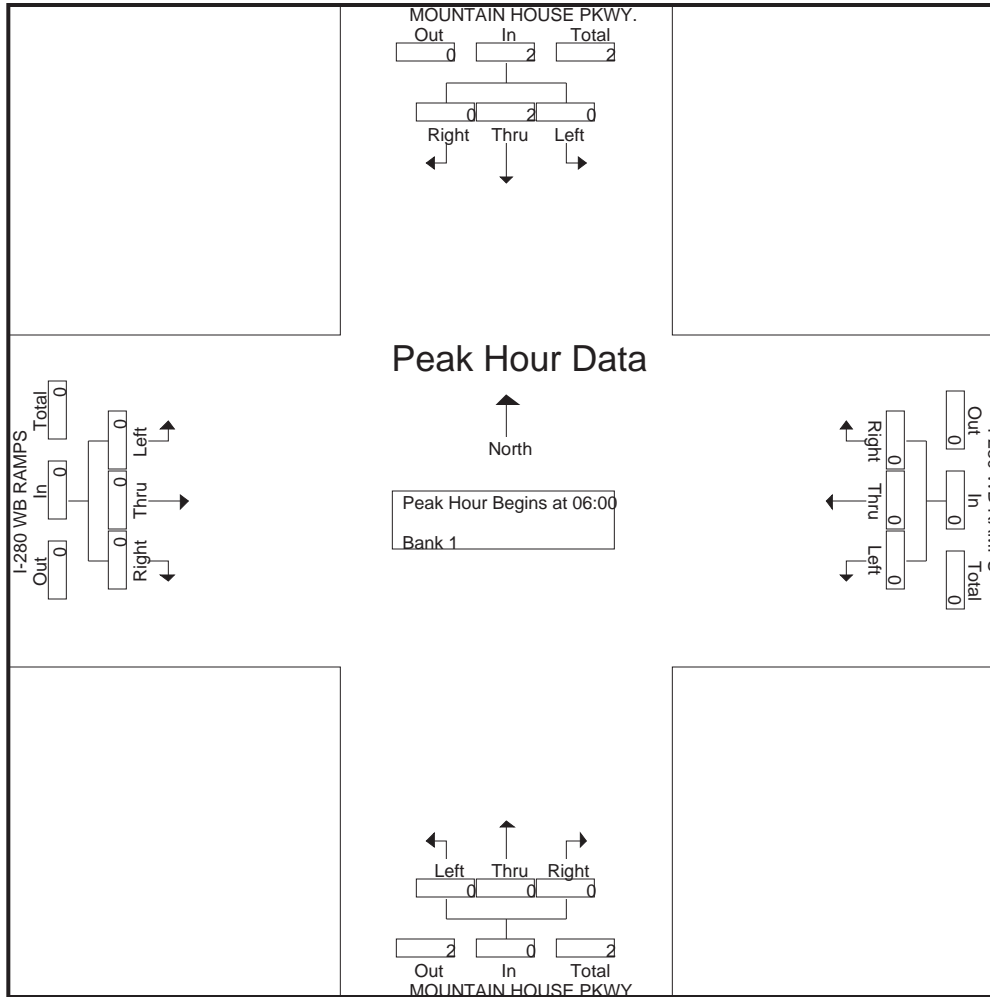
Peak Hour for Entire Intersection Begins at 06:00

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 2



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3

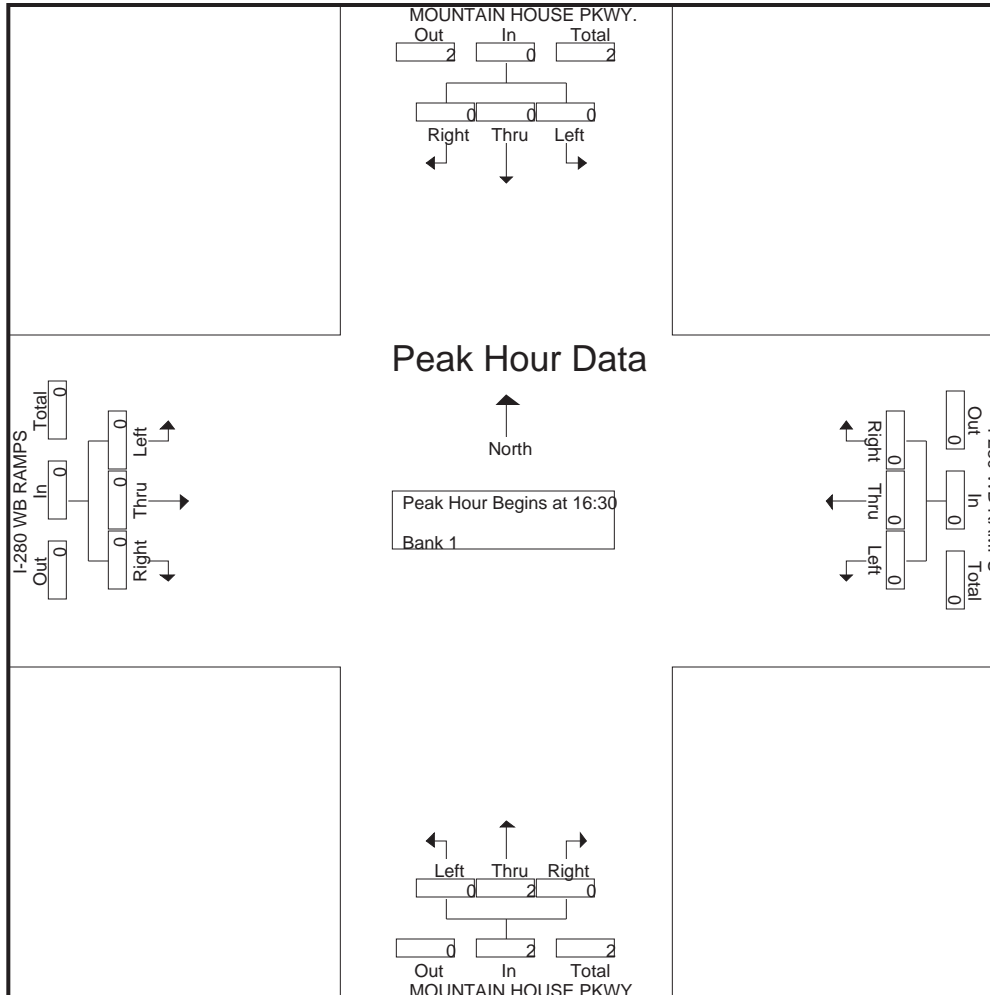
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 WB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 16:30    |                                    |      |       |            |                             |      |       |            |                                    |      |       |            |                             |      |       |            |            |
| 16:30  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          |            |
| 16:45  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          |            |
| 17:00  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          |            |
| 17:15  | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 2          |            |
| Total Volume   | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 2    | 0     | 2          | 0                           | 0    | 0     | 2          |            |
| % App. Total   | 0                                  | 0    | 0     | 0          | 0                           | 0    | 0     | 0          | 0                                  | 100  | 0     | 2          | 0                           | 0    | 0     | 2          |            |
| PHF  | .000                               | .000 | .000  | .000       | .000                        | .000 | .000  | .000       | .000                               | .250 | .000  | .250       | .000                        | .000 | .000  | .250       |            |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4





# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 1

## Groups Printed- Unshifted - Bank 2

| Start Time | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 WB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|            | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| 06:00      | 0                                  | 29   | 52    | 81         | 72                          | 2    | 25    | 99         | 2                                  | 20   | 0     | 22         | 0                           | 0    | 0     | 0          | 202        |
| 06:15      | 0                                  | 37   | 69    | 106        | 102                         | 4    | 35    | 141        | 0                                  | 28   | 0     | 28         | 0                           | 0    | 0     | 0          | 275        |
| 06:30      | 0                                  | 46   | 53    | 99         | 112                         | 0    | 26    | 138        | 4                                  | 35   | 0     | 39         | 0                           | 0    | 0     | 0          | 276        |
| 06:45      | 0                                  | 40   | 55    | 95         | 86                          | 0    | 18    | 104        | 0                                  | 20   | 0     | 20         | 0                           | 0    | 0     | 0          | 219        |
| Total      | 0                                  | 152  | 229   | 381        | 372                         | 6    | 104   | 482        | 6                                  | 103  | 0     | 109        | 0                           | 0    | 0     | 0          | 972        |
| 07:00      | 0                                  | 61   | 82    | 143        | 73                          | 3    | 17    | 93         | 0                                  | 32   | 0     | 32         | 0                           | 0    | 0     | 0          | 268        |
| 07:15      | 0                                  | 71   | 112   | 183        | 72                          | 0    | 19    | 91         | 2                                  | 20   | 0     | 22         | 0                           | 0    | 0     | 0          | 296        |
| 07:30      | 0                                  | 78   | 68    | 146        | 67                          | 1    | 45    | 113        | 7                                  | 26   | 0     | 33         | 0                           | 0    | 0     | 0          | 292        |
| 07:45      | 0                                  | 111  | 70    | 181        | 90                          | 0    | 47    | 137        | 4                                  | 32   | 0     | 36         | 0                           | 0    | 0     | 0          | 354        |
| Total      | 0                                  | 321  | 332   | 653        | 302                         | 4    | 128   | 434        | 13                                 | 110  | 0     | 123        | 0                           | 0    | 0     | 0          | 1210       |
| 08:00      | 0                                  | 91   | 104   | 195        | 96                          | 0    | 70    | 166        | 2                                  | 18   | 0     | 20         | 0                           | 0    | 0     | 0          | 381        |
| 08:15      | 0                                  | 75   | 65    | 140        | 77                          | 0    | 86    | 163        | 3                                  | 40   | 0     | 43         | 0                           | 0    | 0     | 0          | 346        |
| 08:30      | 0                                  | 82   | 69    | 151        | 68                          | 4    | 43    | 115        | 3                                  | 30   | 0     | 33         | 0                           | 0    | 0     | 0          | 299        |
| 08:45      | 0                                  | 42   | 64    | 106        | 57                          | 0    | 34    | 91         | 5                                  | 29   | 0     | 34         | 0                           | 0    | 0     | 0          | 231        |
| Total      | 0                                  | 290  | 302   | 592        | 298                         | 4    | 233   | 535        | 13                                 | 117  | 0     | 130        | 0                           | 0    | 0     | 0          | 1257       |
| 15:00      | 0                                  | 79   | 28    | 107        | 30                          | 1    | 45    | 76         | 2                                  | 70   | 0     | 72         | 0                           | 0    | 0     | 0          | 255        |
| 15:15      | 0                                  | 70   | 29    | 99         | 46                          | 0    | 45    | 91         | 1                                  | 42   | 0     | 43         | 0                           | 0    | 0     | 0          | 233        |
| 15:30      | 0                                  | 73   | 29    | 102        | 35                          | 1    | 61    | 97         | 7                                  | 63   | 0     | 70         | 0                           | 0    | 0     | 0          | 269        |
| 15:45      | 0                                  | 83   | 25    | 108        | 38                          | 0    | 68    | 106        | 4                                  | 69   | 0     | 73         | 0                           | 0    | 0     | 0          | 287        |
| Total      | 0                                  | 305  | 111   | 416        | 149                         | 2    | 219   | 370        | 14                                 | 244  | 0     | 258        | 0                           | 0    | 0     | 0          | 1044       |
| 16:00      | 0                                  | 54   | 21    | 75         | 53                          | 0    | 42    | 95         | 2                                  | 56   | 0     | 58         | 0                           | 0    | 0     | 0          | 228        |
| 16:15      | 0                                  | 71   | 17    | 88         | 73                          | 0    | 43    | 116        | 3                                  | 74   | 0     | 77         | 0                           | 0    | 0     | 0          | 281        |
| 16:30      | 0                                  | 93   | 27    | 120        | 54                          | 0    | 53    | 107        | 3                                  | 71   | 0     | 74         | 0                           | 0    | 0     | 0          | 301        |
| 16:45      | 0                                  | 47   | 16    | 63         | 50                          | 0    | 57    | 107        | 5                                  | 90   | 0     | 95         | 0                           | 0    | 0     | 0          | 265        |
| Total      | 0                                  | 265  | 81    | 346        | 230                         | 0    | 195   | 425        | 13                                 | 291  | 0     | 304        | 0                           | 0    | 0     | 0          | 1075       |
| 17:00      | 0                                  | 69   | 21    | 90         | 23                          | 0    | 60    | 83         | 2                                  | 97   | 0     | 99         | 0                           | 0    | 0     | 0          | 272        |
| 17:15      | 0                                  | 52   | 23    | 75         | 31                          | 0    | 85    | 116        | 1                                  | 80   | 0     | 81         | 0                           | 0    | 0     | 0          | 272        |
| 17:30      | 0                                  | 60   | 16    | 76         | 26                          | 0    | 89    | 115        | 2                                  | 88   | 0     | 90         | 0                           | 0    | 0     | 0          | 281        |
| 17:45      | 0                                  | 65   | 18    | 83         | 29                          | 0    | 86    | 115        | 2                                  | 104  | 0     | 106        | 0                           | 0    | 0     | 0          | 304        |
| Total      | 0                                  | 246  | 78    | 324        | 109                         | 0    | 320   | 429        | 7                                  | 369  | 0     | 376        | 0                           | 0    | 0     | 0          | 1129       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 2

## Groups Printed- Unshifted - Bank 2

|             | MOUNTAIN HOUSE PKWY.<br>Southbound |      |       |            | I-280 WB RAMPS<br>Westbound |      |       |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|-------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------------------------------|------|-------|------------|-----------------------------|------|-------|------------|------------|
|             | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total | Left                               | Thru | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Grand Total | 0                                  | 1579 | 1133  | 2712       | 1460                        | 16   | 1199  | 2675       | 66                                 | 1234 | 0     | 1300       | 0                           | 0    | 0     | 0          | 6687       |
| Apprch %    | 0                                  | 58.2 | 41.8  |            | 54.6                        | 0.6  | 44.8  |            | 5.1                                | 94.9 | 0     |            | 0                           | 0    | 0     |            |            |
| Total %     | 0                                  | 23.6 | 16.9  | 40.6       | 21.8                        | 0.2  | 17.9  | 40         | 1                                  | 18.5 | 0     | 19.4       | 0                           | 0    | 0     | 0          |            |
| Unshifted   | 0                                  | 1536 | 1128  | 2664       | 1228                        | 16   | 1189  | 2433       | 54                                 | 1158 | 0     | 1212       | 0                           | 0    | 0     | 0          | 6309       |
| % Unshifted | 0                                  | 97.3 | 99.6  | 98.2       | 84.1                        | 100  | 99.2  | 91         | 81.8                               | 93.8 | 0     | 93.2       | 0                           | 0    | 0     | 0          | 94.3       |
| Bank 2      | 0                                  | 43   | 5     | 48         | 232                         | 0    | 10    | 242        | 12                                 | 76   | 0     | 88         | 0                           | 0    | 0     | 0          | 378        |
| % Bank 2    | 0                                  | 2.7  | 0.4   | 1.8        | 15.9                        | 0    | 0.8   | 9          | 18.2                               | 6.2  | 0     | 6.8        | 0                           | 0    | 0     | 0          | 5.7        |

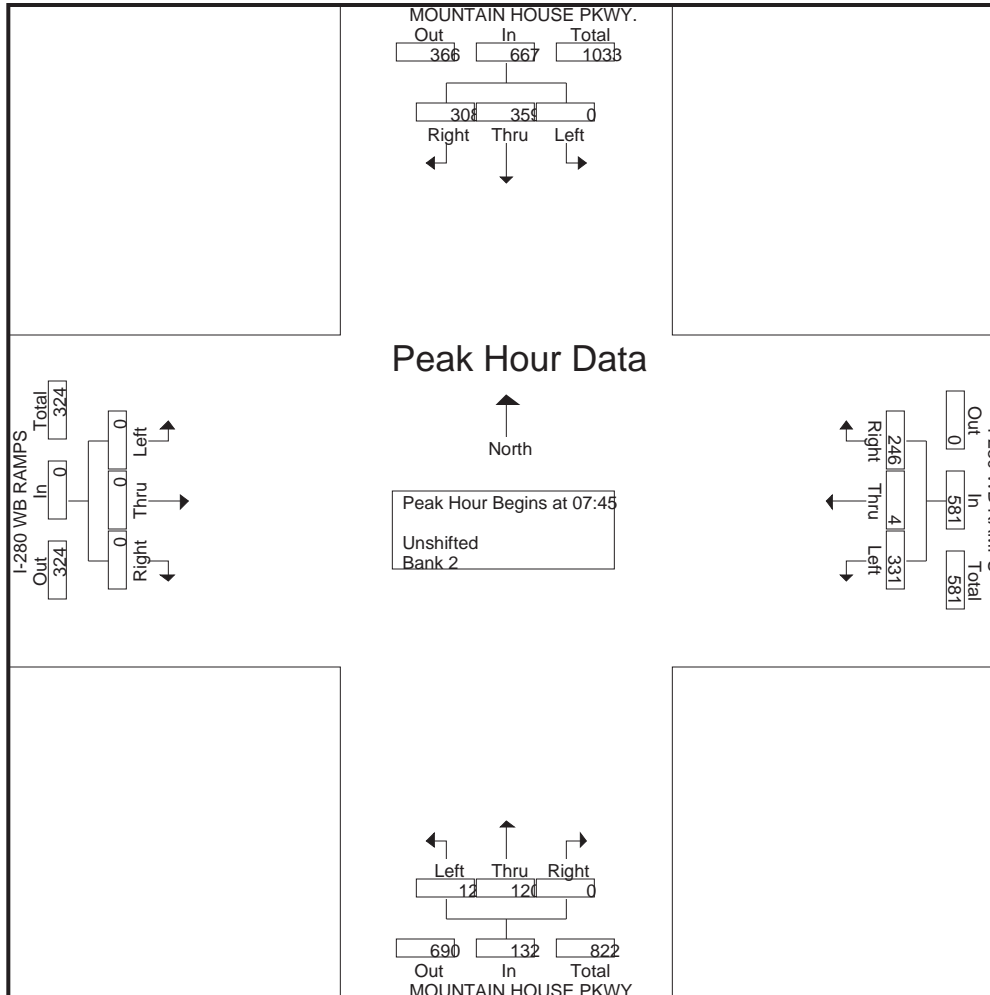
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |            |            |            | I-280 WB RAMPS<br>Westbound |          |           |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|------------|------------|------------|-----------------------------|----------|-----------|------------|------------------------------------|-----------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru       | Right      | App. Total | Left                        | Thru     | Right     | App. Total | Left                               | Thru      | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |            |            |            |                             |          |           |            |                                    |           |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45    |                                    |            |            |            |                             |          |           |            |                                    |           |       |            |                             |      |       |            |            |
| 07:45  | 0                                  | <b>111</b> | 70         | 181        | 90                          | 0        | 47        | 137        | <b>4</b>                           | 32        | 0     | 36         | 0                           | 0    | 0     | 0          | 354        |
| 08:00  | 0                                  | 91         | <b>104</b> | <b>195</b> | <b>96</b>                   | 0        | 70        | <b>166</b> | 2                                  | 18        | 0     | 20         | 0                           | 0    | 0     | 0          | <b>381</b> |
| 08:15  | 0                                  | 75         | 65         | 140        | 77                          | 0        | <b>86</b> | 163        | 3                                  | <b>40</b> | 0     | <b>43</b>  | 0                           | 0    | 0     | 0          | 346        |
| 08:30  | 0                                  | 82         | 69         | 151        | 68                          | <b>4</b> | 43        | 115        | 3                                  | 30        | 0     | 33         | 0                           | 0    | 0     | 0          | 299        |
| Total Volume   | 0                                  | 359        | 308        | 667        | 331                         | 4        | 246       | 581        | 12                                 | 120       | 0     | 132        | 0                           | 0    | 0     | 0          | 1380       |
| % App. Total   | 0                                  | 53.8       | 46.2       |            | 57                          | 0.7      | 42.3      |            | 9.1                                | 90.9      | 0     |            | 0                           | 0    | 0     |            |            |
| PHF  | .000                               | .809       | .740       | .855       | .862                        | .250     | .715      | .875       | .750                               | .750      | .000  | .767       | .000                        | .000 | .000  | .000       | .906       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

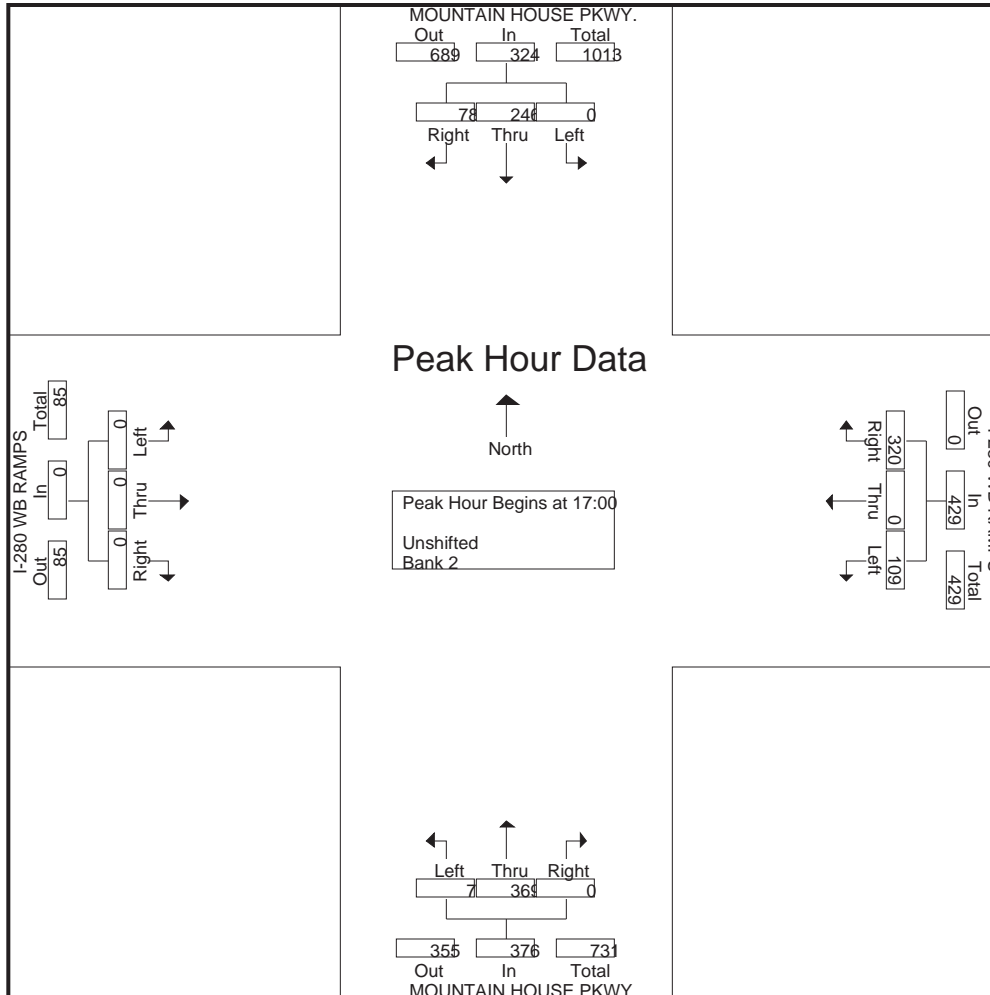
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |           |            | I-280 WB RAMPS<br>Westbound |      |           |            | MOUNTAIN HOUSE PKWY.<br>Northbound |            |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|-----------|-----------|------------|-----------------------------|------|-----------|------------|------------------------------------|------------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru      | Right     | App. Total | Left                        | Thru | Right     | App. Total | Left                               | Thru       | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |           |           |            |                             |      |           |            |                                    |            |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 17:00    |                                    |           |           |            |                             |      |           |            |                                    |            |       |            |                             |      |       |            |            |
| 17:00  | 0                                  | <b>69</b> | 21        | <b>90</b>  | 23                          | 0    | 60        | 83         | <b>2</b>                           | 97         | 0     | 99         | 0                           | 0    | 0     | 0          | 272        |
| 17:15  | 0                                  | 52        | <b>23</b> | 75         | <b>31</b>                   | 0    | 85        | <b>116</b> | 1                                  | 80         | 0     | 81         | 0                           | 0    | 0     | 0          | 272        |
| 17:30  | 0                                  | 60        | 16        | 76         | 26                          | 0    | <b>89</b> | 115        | 2                                  | 88         | 0     | 90         | 0                           | 0    | 0     | 0          | 281        |
| 17:45  | 0                                  | 65        | 18        | 83         | 29                          | 0    | 86        | 115        | 2                                  | <b>104</b> | 0     | <b>106</b> | 0                           | 0    | 0     | 0          | <b>304</b> |
| Total Volume   | 0                                  | 246       | 78        | 324        | 109                         | 0    | 320       | 429        | 7                                  | 369        | 0     | 376        | 0                           | 0    | 0     | 0          | 1129       |
| % App. Total   | 0                                  | 75.9      | 24.1      |            | 25.4                        | 0    | 74.6      |            | 1.9                                | 98.1       | 0     |            | 0                           | 0    | 0     |            |            |
| PHF  | .000                               | .891      | .848      | .900       | .879                        | .000 | .899      | .925       | .875                               | .887       | .000  | .887       | .000                        | .000 | .000  | .000       | .928       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5



# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 1

## Groups Printed- Unshifted

| Start Time  | MOUNTAIN HOUSE PKWY.<br>Southbound |      |      |     |            | I-280 WB RAMPS<br>Westbound |      |       |      |            | MOUNTAIN HOUSE PKWY.<br>Northbound |      |       |      |            | I-280 WB RAMPS<br>Eastbound |      |       |      |            | Exclu. Total | Inclu. Total | Int. Total |      |
|-------------|------------------------------------|------|------|-----|------------|-----------------------------|------|-------|------|------------|------------------------------------|------|-------|------|------------|-----------------------------|------|-------|------|------------|--------------|--------------|------------|------|
|             | Left                               | Thr  | Rig  | Ped | App. Total | Left                        | Thru | Right | Peds | App. Total | Left                               | Thru | Right | Peds | App. Total | Left                        | Thru | Right | Peds | App. Total |              |              |            |      |
| 06:00       | 0                                  | 28   | 50   | 0   | 78         | 59                          | 2    | 24    | 0    | 85         | 1                                  | 16   | 0     | 0    | 17         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 180        | 180  |
| 06:15       | 0                                  | 34   | 68   | 0   | 102        | 85                          | 4    | 34    | 0    | 123        | 0                                  | 20   | 0     | 0    | 20         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 245        | 245  |
| 06:30       | 0                                  | 43   | 53   | 0   | 96         | 98                          | 0    | 25    | 0    | 123        | 3                                  | 29   | 0     | 0    | 32         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 251        | 251  |
| 06:45       | 0                                  | 39   | 54   | 0   | 93         | 73                          | 0    | 18    | 0    | 91         | 0                                  | 17   | 0     | 0    | 17         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 201        | 201  |
| Total       | 0                                  | 144  | 225  | 0   | 369        | 315                         | 6    | 101   | 0    | 422        | 4                                  | 82   | 0     | 0    | 86         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 877        | 877  |
| 07:00       | 0                                  | 60   | 82   | 0   | 142        | 63                          | 3    | 16    | 0    | 82         | 0                                  | 28   | 0     | 0    | 28         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 252        | 252  |
| 07:15       | 0                                  | 69   | 112  | 0   | 181        | 58                          | 0    | 19    | 0    | 77         | 2                                  | 17   | 0     | 0    | 19         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 277        | 277  |
| 07:30       | 0                                  | 75   | 68   | 0   | 143        | 60                          | 1    | 45    | 0    | 106        | 4                                  | 22   | 0     | 0    | 26         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 275        | 275  |
| 07:45       | 0                                  | 108  | 70   | 0   | 178        | 78                          | 0    | 47    | 0    | 125        | 4                                  | 31   | 0     | 0    | 35         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 338        | 338  |
| Total       | 0                                  | 312  | 332  | 0   | 644        | 259                         | 4    | 127   | 0    | 390        | 10                                 | 98   | 0     | 0    | 108        | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 1142       | 1142 |
| 08:00       | 0                                  | 88   | 104  | 0   | 192        | 87                          | 0    | 67    | 0    | 154        | 2                                  | 16   | 0     | 0    | 18         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 364        | 364  |
| 08:15       | 0                                  | 71   | 65   | 0   | 136        | 61                          | 0    | 86    | 0    | 147        | 3                                  | 33   | 0     | 0    | 36         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 319        | 319  |
| 08:30       | 0                                  | 78   | 69   | 0   | 147        | 50                          | 4    | 43    | 0    | 97         | 2                                  | 25   | 0     | 0    | 27         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 271        | 271  |
| 08:45       | 0                                  | 41   | 64   | 0   | 105        | 42                          | 0    | 34    | 0    | 76         | 4                                  | 22   | 0     | 0    | 26         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 207        | 207  |
| Total       | 0                                  | 278  | 302  | 0   | 580        | 240                         | 4    | 230   | 0    | 474        | 11                                 | 96   | 0     | 0    | 107        | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 1161       | 1161 |
| 15:00       | 0                                  | 77   | 28   | 0   | 105        | 25                          | 1    | 45    | 1    | 71         | 2                                  | 64   | 0     | 0    | 66         | 0                           | 0    | 0     | 0    | 0          | 0            | 1            | 242        | 243  |
| 15:15       | 0                                  | 69   | 29   | 0   | 98         | 37                          | 0    | 45    | 0    | 82         | 1                                  | 37   | 0     | 0    | 38         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 218        | 218  |
| 15:30       | 0                                  | 71   | 29   | 0   | 100        | 34                          | 1    | 60    | 0    | 95         | 5                                  | 62   | 0     | 0    | 67         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 262        | 262  |
| 15:45       | 0                                  | 79   | 25   | 0   | 104        | 32                          | 0    | 67    | 2    | 99         | 4                                  | 68   | 0     | 0    | 72         | 0                           | 0    | 0     | 0    | 0          | 0            | 2            | 275        | 277  |
| Total       | 0                                  | 296  | 111  | 0   | 407        | 128                         | 2    | 217   | 3    | 347        | 12                                 | 231  | 0     | 0    | 243        | 0                           | 0    | 0     | 0    | 0          | 0            | 3            | 997        | 1000 |
| 16:00       | 0                                  | 52   | 21   | 0   | 73         | 45                          | 0    | 41    | 0    | 86         | 1                                  | 55   | 0     | 0    | 56         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 215        | 215  |
| 16:15       | 0                                  | 70   | 17   | 0   | 87         | 61                          | 0    | 43    | 0    | 104        | 2                                  | 74   | 0     | 0    | 76         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 267        | 267  |
| 16:30       | 0                                  | 92   | 27   | 0   | 119        | 47                          | 0    | 53    | 0    | 100        | 3                                  | 69   | 0     | 0    | 72         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 291        | 291  |
| 16:45       | 0                                  | 47   | 15   | 0   | 62         | 43                          | 0    | 57    | 0    | 100        | 4                                  | 88   | 0     | 0    | 92         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 254        | 254  |
| Total       | 0                                  | 261  | 80   | 0   | 341        | 196                         | 0    | 194   | 0    | 390        | 10                                 | 286  | 0     | 0    | 296        | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 1027       | 1027 |
| 17:00       | 0                                  | 68   | 21   | 0   | 89         | 20                          | 0    | 60    | 0    | 80         | 2                                  | 96   | 0     | 0    | 98         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 267        | 267  |
| 17:15       | 0                                  | 52   | 23   | 0   | 75         | 27                          | 0    | 85    | 0    | 112        | 1                                  | 79   | 0     | 0    | 80         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 267        | 267  |
| 17:30       | 0                                  | 60   | 16   | 0   | 76         | 20                          | 0    | 89    | 0    | 109        | 2                                  | 87   | 0     | 0    | 89         | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 274        | 274  |
| 17:45       | 0                                  | 65   | 18   | 0   | 83         | 23                          | 0    | 86    | 0    | 109        | 2                                  | 103  | 0     | 0    | 105        | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 297        | 297  |
| Total       | 0                                  | 245  | 78   | 0   | 323        | 90                          | 0    | 320   | 0    | 410        | 7                                  | 365  | 0     | 0    | 372        | 0                           | 0    | 0     | 0    | 0          | 0            | 0            | 1105       | 1105 |
| Grand Total | 0                                  | 1536 | 1128 | 0   | 2664       | 1228                        | 16   | 1189  | 3    | 2433       | 54                                 | 1158 | 0     | 0    | 1212       | 0                           | 0    | 0     | 0    | 0          | 0            | 3            | 6309       | 6312 |
| Apprch %    | 0                                  | 57.7 | 42.3 |     |            | 50.5                        | 0.7  | 48.9  |      |            | 4.5                                | 95.5 | 0     |      |            | 0                           | 0    | 0     |      |            |              |              |            |      |
| Total %     | 0                                  | 24.3 | 17.9 |     | 42.2       | 19.5                        | 0.3  | 18.8  |      | 38.6       | 0.9                                | 18.4 | 0     |      | 19.2       | 0                           | 0    | 0     |      |            |              | 0            | 100        |      |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
BIKES ON BANK 1  
TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
Site Code : 00000000  
Start Date : 5/5/2011  
Page No : 2

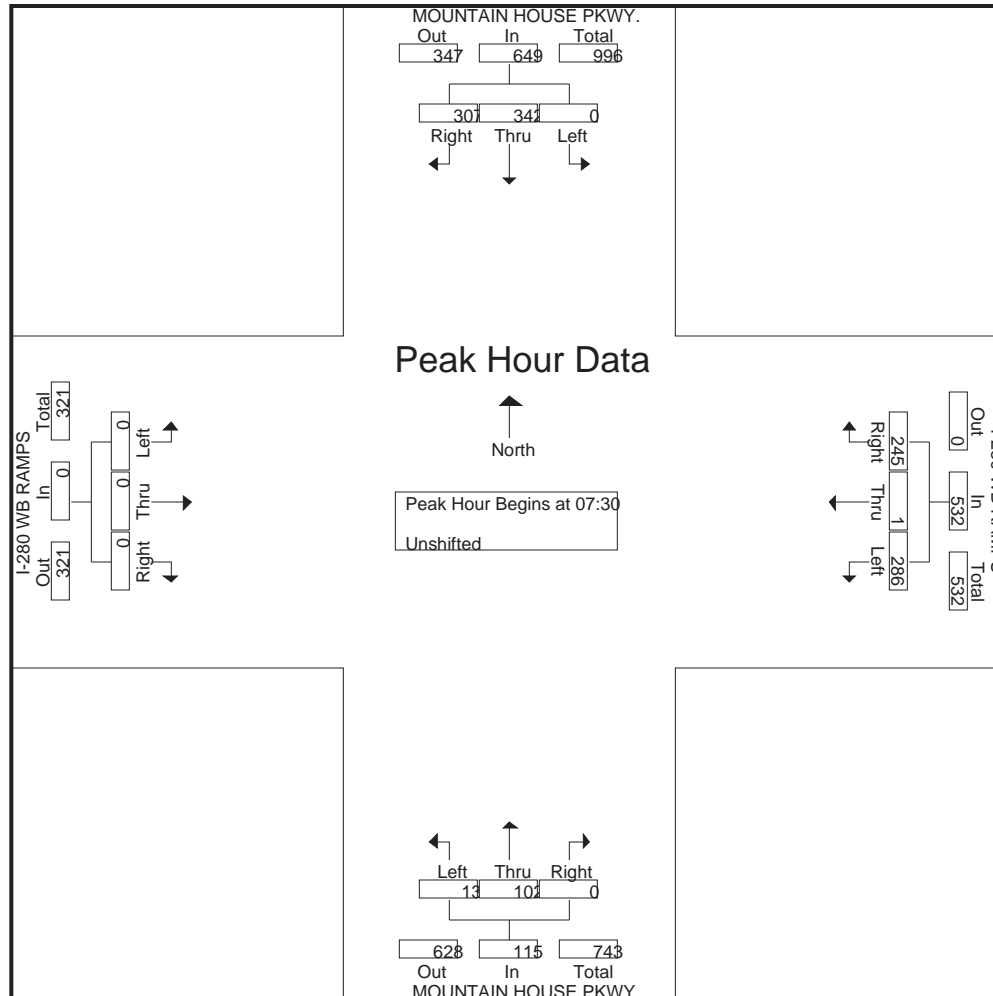
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |            |            |            | I-280 WB RAMPS<br>Westbound |          |           |            | MOUNTAIN HOUSE PKWY.<br>Northbound |           |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|------------|------------|------------|-----------------------------|----------|-----------|------------|------------------------------------|-----------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru       | Right      | App. Total | Left                        | Thru     | Right     | App. Total | Left                               | Thru      | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                                    |            |            |            |                             |          |           |            |                                    |           |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30    |                                    |            |            |            |                             |          |           |            |                                    |           |       |            |                             |      |       |            |            |
| 07:30  | 0                                  | 75         | 68         | 143        | 60                          | <b>1</b> | 45        | 106        | <b>4</b>                           | 22        | 0     | 26         | 0                           | 0    | 0     | 0          | 275        |
| 07:45  | 0                                  | <b>108</b> | 70         | 178        | 78                          | 0        | 47        | 125        | 4                                  | 31        | 0     | 35         | 0                           | 0    | 0     | 0          | 338        |
| 08:00  | 0                                  | 88         | <b>104</b> | <b>192</b> | <b>87</b>                   | 0        | 67        | <b>154</b> | 2                                  | 16        | 0     | 18         | 0                           | 0    | 0     | 0          | <b>364</b> |
| 08:15  | 0                                  | 71         | 65         | 136        | 61                          | 0        | <b>86</b> | 147        | 3                                  | <b>33</b> | 0     | <b>36</b>  | 0                           | 0    | 0     | 0          | 319        |
| Total Volume   | 0                                  | 342        | 307        | 649        | 286                         | 1        | 245       | 532        | 13                                 | 102       | 0     | 115        | 0                           | 0    | 0     | 0          | 1296       |
| % App. Total   | 0                                  | 52.7       | 47.3       |            | 53.8                        | 0.2      | 46.1      |            | 11.3                               | 88.7      | 0     |            | 0                           | 0    | 0     |            |            |
| PHF  | .000                               | .792       | .738       | .845       | .822                        | .250     | .712      | .864       | .813                               | .773      | .000  | .799       | .000                        | .000 | .000  | .000       | .890       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 3





# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 4

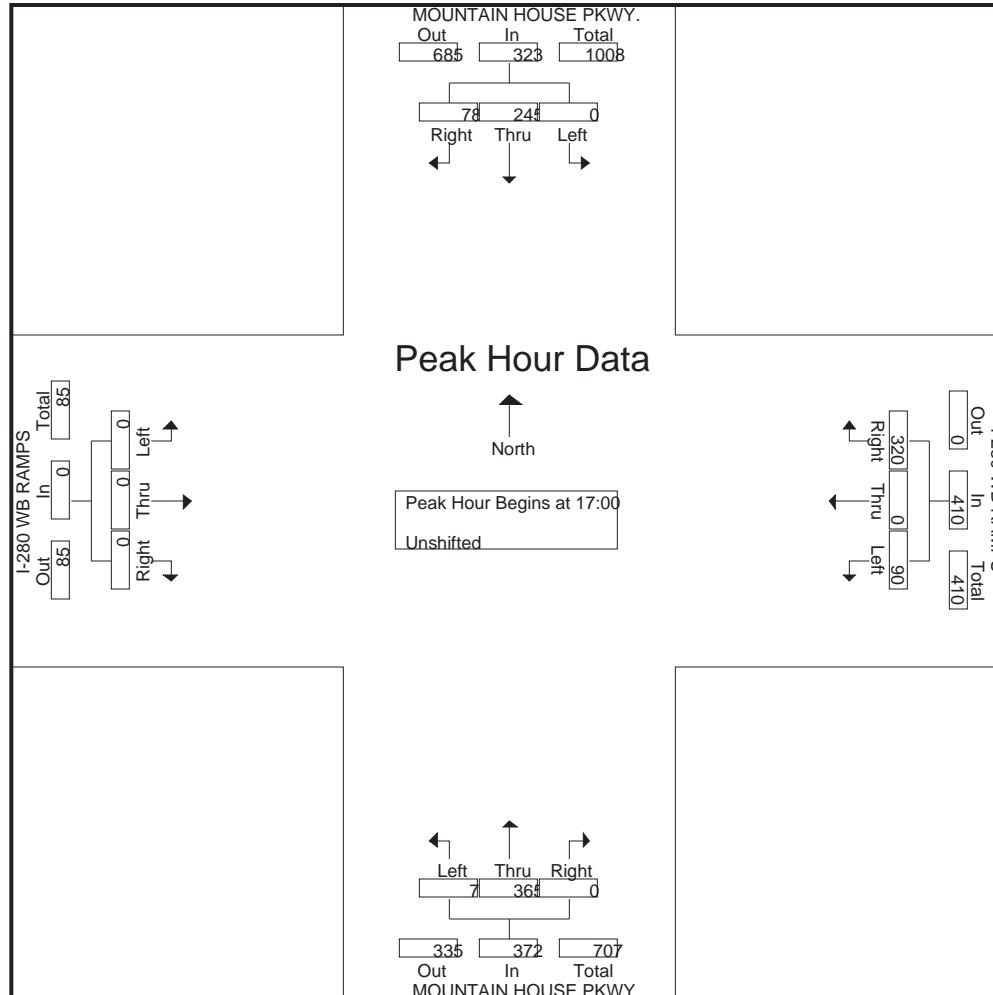
| Start Time   | MOUNTAIN HOUSE PKWY.<br>Southbound |           |           |            | I-280 WB RAMPS<br>Westbound |      |           |            | MOUNTAIN HOUSE PKWY.<br>Northbound |            |       |            | I-280 WB RAMPS<br>Eastbound |      |       |            | Int. Total |
|--|------------------------------------|-----------|-----------|------------|-----------------------------|------|-----------|------------|------------------------------------|------------|-------|------------|-----------------------------|------|-------|------------|------------|
|  | Left                               | Thru      | Right     | App. Total | Left                        | Thru | Right     | App. Total | Left                               | Thru       | Right | App. Total | Left                        | Thru | Right | App. Total |            |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 |                                    |           |           |            |                             |      |           |            |                                    |            |       |            |                             |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 17:00    |                                    |           |           |            |                             |      |           |            |                                    |            |       |            |                             |      |       |            |            |
| 17:00  | 0                                  | <b>68</b> | 21        | <b>89</b>  | 20                          | 0    | 60        | 80         | <b>2</b>                           | 96         | 0     | 98         | 0                           | 0    | 0     | 0          | 267        |
| 17:15  | 0                                  | 52        | <b>23</b> | 75         | <b>27</b>                   | 0    | 85        | <b>112</b> | 1                                  | 79         | 0     | 80         | 0                           | 0    | 0     | 0          | 267        |
| 17:30  | 0                                  | 60        | 16        | 76         | 20                          | 0    | <b>89</b> | 109        | 2                                  | 87         | 0     | 89         | 0                           | 0    | 0     | 0          | 274        |
| 17:45  | 0                                  | 65        | 18        | 83         | 23                          | 0    | 86        | 109        | 2                                  | <b>103</b> | 0     | <b>105</b> | 0                           | 0    | 0     | 0          | <b>297</b> |
| Total Volume   | 0                                  | 245       | 78        | 323        | 90                          | 0    | 320       | 410        | 7                                  | 365        | 0     | 372        | 0                           | 0    | 0     | 0          | 1105       |
| % App. Total   | 0                                  | 75.9      | 24.1      |            | 22                          | 0    | 78        |            | 1.9                                | 98.1       | 0     |            | 0                           | 0    | 0     |            |            |
| PHF  | .000                               | .901      | .848      | .907       | .833                        | .000 | .899      | .915       | .875                               | .886       | .000  | .886       | .000                        | .000 | .000  | .000       | .930       |

# All Traffic Data

(916) 771-8700

CITY OF TRACY  
 BIKES ON BANK 1  
 TRUCKS ON BANK 2

File Name : 11-7198-001 MOUNTAIN HOUSE-I 280 WB  
 Site Code : 00000000  
 Start Date : 5/5/2011  
 Page No : 5





# All Traffic Data

(916) 771-8700

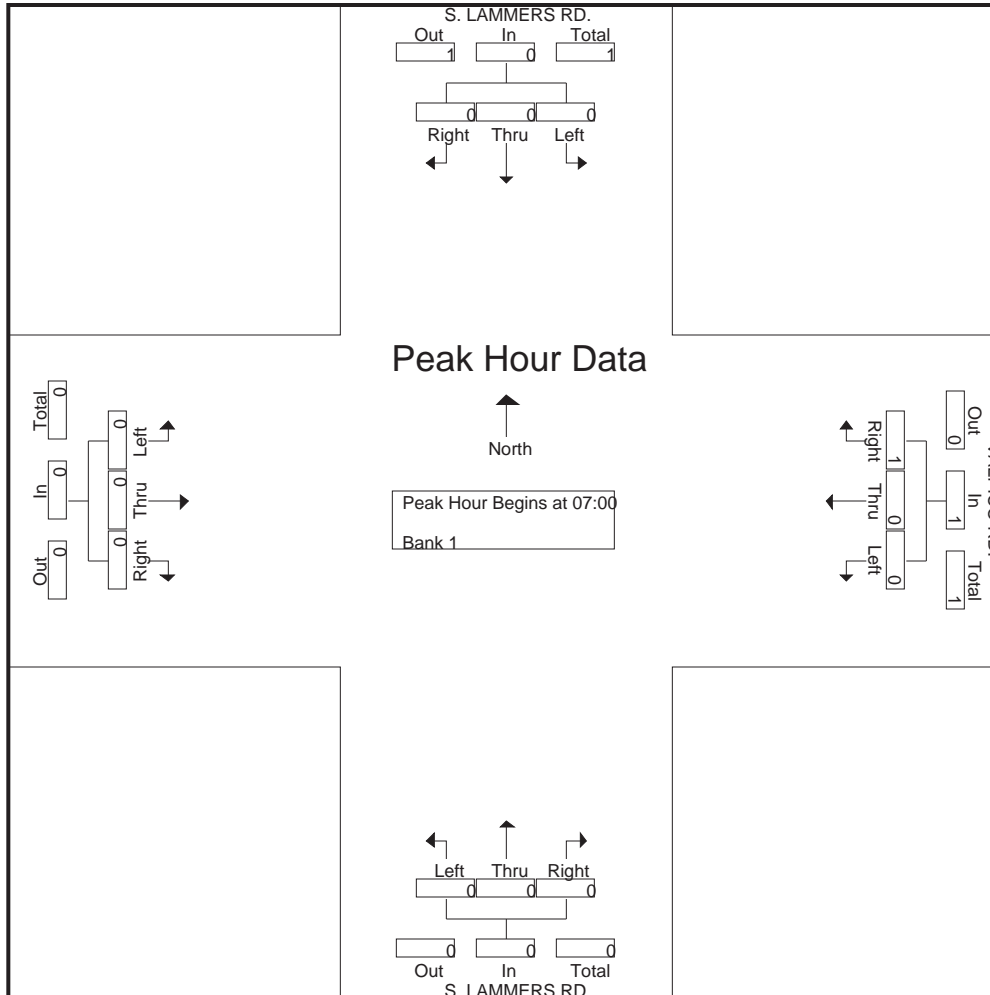
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-009 LAMMERS-VALPICO

Site Code : 00000000

Start Date : 5/5/2011

Page No : 2





# All Traffic Data

(916) 771-8700

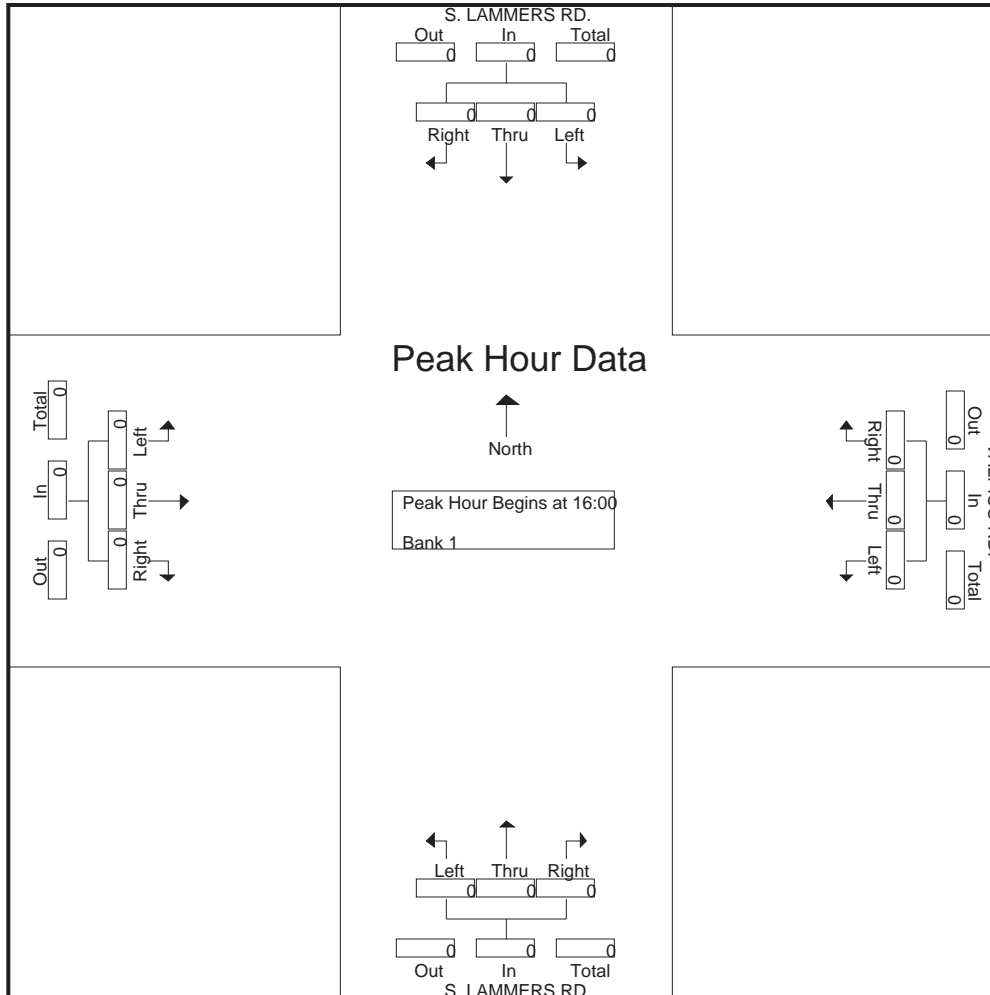
CITY OF TRACY  
BIKES ON BANK 1

File Name : 11-7198-009 LAMMERS-VALPICO

Site Code : 00000000

Start Date : 5/5/2011

Page No : 4



# **Appendix B**

## **Raw Segment Count Data**

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)  
 Tracy

Project #: 11-7199-002n

Date: 5/4/2011

WEDNESDAY

North Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 1     | 2     | 1     | 4     | 5     | 1     | 0     | 0     | 0     | 0     | 0       | 14    |
| 12:15 AM   | 0    | 2     | 1     | 3     | 4     | 2     | 3     | 2     | 0     | 0     | 0     | 0     | 0       | 17    |
| 12:30 AM   | 0    | 0     | 0     | 0     | 0     | 2     | 2     | 4     | 0     | 0     | 0     | 0     | 0       | 8     |
| 12:45 AM   | 0    | 0     | 0     | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| Hour Total | 0    | 2     | 2     | 5     | 7     | 10    | 10    | 7     | 0     | 0     | 0     | 0     | 0       | 43    |
| 1:00 AM    | 0    | 0     | 1     | 5     | 3     | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 12    |
| 1:15 AM    | 0    | 0     | 3     | 2     | 2     | 7     | 2     | 2     | 0     | 0     | 0     | 0     | 0       | 18    |
| 1:30 AM    | 0    | 0     | 0     | 2     | 2     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 7     |
| 1:45 AM    | 0    | 0     | 4     | 3     | 3     | 0     | 1     | 1     | 1     | 0     | 0     | 0     | 0       | 13    |
| Hour Total | 0    | 0     | 8     | 12    | 10    | 9     | 6     | 4     | 1     | 0     | 0     | 0     | 0       | 50    |
| 2:00 AM    | 0    | 1     | 2     | 1     | 2     | 6     | 5     | 3     | 1     | 0     | 0     | 0     | 0       | 21    |
| 2:15 AM    | 0    | 0     | 0     | 4     | 2     | 7     | 4     | 5     | 0     | 0     | 0     | 0     | 0       | 22    |
| 2:30 AM    | 0    | 0     | 0     | 1     | 3     | 7     | 6     | 6     | 0     | 0     | 0     | 0     | 0       | 23    |
| 2:45 AM    | 0    | 0     | 3     | 3     | 2     | 4     | 3     | 6     | 0     | 0     | 0     | 0     | 0       | 21    |
| Hour Total | 0    | 1     | 5     | 9     | 9     | 24    | 18    | 20    | 1     | 0     | 0     | 0     | 0       | 87    |
| 3:00 AM    | 0    | 0     | 0     | 4     | 4     | 9     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 20    |
| 3:15 AM    | 0    | 0     | 1     | 4     | 3     | 0     | 6     | 1     | 1     | 0     | 0     | 0     | 0       | 16    |
| 3:30 AM    | 0    | 0     | 1     | 0     | 5     | 3     | 2     | 0     | 1     | 0     | 0     | 0     | 0       | 12    |
| 3:45 AM    | 1    | 0     | 1     | 4     | 2     | 6     | 3     | 1     | 0     | 1     | 0     | 0     | 0       | 19    |
| Hour Total | 1    | 0     | 3     | 12    | 14    | 18    | 14    | 2     | 2     | 1     | 0     | 0     | 0       | 67    |
| 4:00 AM    | 0    | 0     | 2     | 1     | 6     | 7     | 3     | 1     | 0     | 0     | 0     | 0     | 0       | 20    |
| 4:15 AM    | 1    | 0     | 0     | 3     | 6     | 3     | 5     | 2     | 0     | 0     | 0     | 0     | 0       | 20    |
| 4:30 AM    | 0    | 0     | 0     | 3     | 6     | 6     | 3     | 3     | 0     | 0     | 0     | 0     | 0       | 21    |
| 4:45 AM    | 0    | 0     | 0     | 4     | 5     | 5     | 6     | 6     | 1     | 0     | 0     | 0     | 0       | 27    |
| Hour Total | 1    | 0     | 2     | 11    | 23    | 21    | 17    | 12    | 1     | 0     | 0     | 0     | 0       | 88    |
| 5:00 AM    | 0    | 0     | 3     | 3     | 8     | 5     | 6     | 1     | 3     | 0     | 0     | 0     | 0       | 29    |
| 5:15 AM    | 1    | 1     | 1     | 3     | 6     | 12    | 10    | 3     | 1     | 0     | 0     | 0     | 0       | 38    |
| 5:30 AM    | 0    | 2     | 1     | 7     | 9     | 15    | 20    | 4     | 0     | 0     | 0     | 0     | 0       | 58    |
| 5:45 AM    | 0    | 3     | 3     | 15    | 9     | 9     | 11    | 6     | 2     | 2     | 0     | 0     | 0       | 60    |
| Hour Total | 1    | 6     | 8     | 28    | 32    | 41    | 47    | 14    | 6     | 2     | 0     | 0     | 0       | 185   |
| 6:00 AM    | 0    | 1     | 2     | 11    | 9     | 6     | 6     | 2     | 2     | 0     | 0     | 0     | 0       | 39    |
| 6:15 AM    | 0    | 0     | 5     | 6     | 8     | 9     | 3     | 2     | 0     | 0     | 0     | 0     | 0       | 33    |
| 6:30 AM    | 0    | 0     | 2     | 5     | 10    | 11    | 8     | 8     | 0     | 0     | 0     | 0     | 0       | 44    |
| 6:45 AM    | 0    | 1     | 8     | 5     | 11    | 5     | 8     | 4     | 1     | 0     | 0     | 0     | 0       | 43    |
| Hour Total | 0    | 2     | 17    | 27    | 38    | 31    | 25    | 16    | 3     | 0     | 0     | 0     | 0       | 159   |
| 7:00 AM    | 0    | 2     | 3     | 8     | 6     | 7     | 9     | 1     | 0     | 0     | 0     | 0     | 0       | 36    |
| 7:15 AM    | 1    | 0     | 5     | 8     | 7     | 6     | 2     | 4     | 1     | 0     | 0     | 0     | 0       | 34    |
| 7:30 AM    | 1    | 1     | 1     | 9     | 11    | 5     | 9     | 2     | 1     | 2     | 0     | 0     | 0       | 42    |
| 7:45 AM    | 0    | 0     | 3     | 4     | 8     | 5     | 8     | 7     | 0     | 0     | 0     | 0     | 0       | 35    |
| Hour Total | 2    | 3     | 12    | 29    | 32    | 23    | 28    | 14    | 2     | 2     | 0     | 0     | 0       | 147   |



|            |   |   |   |    |    |    |    |    |    |   |   |   |   |     |
|------------|---|---|---|----|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 0 | 2 | 8  | 6  | 1  | 6  | 10 | 2  | 0 | 0 | 0 | 0 | 35  |
| 8:15 AM    | 0 | 2 | 2 | 4  | 4  | 6  | 5  | 3  | 0  | 0 | 0 | 0 | 0 | 26  |
| 8:30 AM    | 0 | 0 | 1 | 2  | 4  | 6  | 5  | 1  | 0  | 0 | 0 | 0 | 0 | 19  |
| 8:45 AM    | 2 | 1 | 2 | 4  | 4  | 10 | 4  | 2  | 0  | 0 | 0 | 0 | 0 | 29  |
| Hour Total | 2 | 3 | 7 | 18 | 18 | 23 | 20 | 16 | 2  | 0 | 0 | 0 | 0 | 109 |
| 9:00 AM    | 0 | 0 | 1 | 3  | 10 | 7  | 3  | 3  | 0  | 0 | 0 | 0 | 0 | 27  |
| 9:15 AM    | 2 | 0 | 2 | 1  | 8  | 8  | 3  | 1  | 0  | 0 | 0 | 0 | 0 | 25  |
| 9:30 AM    | 0 | 0 | 1 | 6  | 9  | 4  | 7  | 6  | 0  | 1 | 0 | 0 | 0 | 34  |
| 9:45 AM    | 0 | 1 | 1 | 5  | 6  | 8  | 3  | 2  | 0  | 0 | 0 | 0 | 0 | 26  |
| Hour Total | 2 | 1 | 5 | 15 | 33 | 27 | 16 | 12 | 0  | 1 | 0 | 0 | 0 | 112 |
| 10:00 AM   | 0 | 1 | 0 | 5  | 4  | 3  | 1  | 3  | 0  | 0 | 0 | 0 | 0 | 17  |
| 10:15 AM   | 0 | 2 | 0 | 3  | 7  | 7  | 7  | 1  | 0  | 1 | 0 | 0 | 0 | 28  |
| 10:30 AM   | 0 | 3 | 1 | 1  | 5  | 4  | 3  | 3  | 0  | 0 | 0 | 0 | 0 | 20  |
| 10:45 AM   | 0 | 0 | 2 | 6  | 7  | 12 | 5  | 2  | 1  | 0 | 0 | 0 | 0 | 35  |
| Hour Total | 0 | 6 | 3 | 15 | 23 | 26 | 16 | 9  | 1  | 1 | 0 | 0 | 0 | 100 |
| 11:00 AM   | 0 | 0 | 0 | 3  | 11 | 8  | 6  | 6  | 0  | 0 | 0 | 0 | 0 | 34  |
| 11:15 AM   | 0 | 1 | 0 | 4  | 8  | 14 | 9  | 3  | 0  | 0 | 0 | 0 | 0 | 39  |
| 11:30 AM   | 0 | 0 | 1 | 3  | 6  | 21 | 9  | 5  | 0  | 0 | 0 | 0 | 0 | 45  |
| 11:45 AM   | 0 | 0 | 0 | 5  | 5  | 15 | 8  | 5  | 2  | 0 | 0 | 0 | 0 | 40  |
| Hour Total | 0 | 1 | 1 | 15 | 30 | 58 | 32 | 19 | 2  | 0 | 0 | 0 | 0 | 158 |
| 12:00 PM   | 0 | 0 | 2 | 1  | 8  | 7  | 9  | 4  | 0  | 1 | 0 | 0 | 0 | 32  |
| 12:15 PM   | 0 | 0 | 1 | 4  | 10 | 6  | 10 | 2  | 2  | 0 | 0 | 0 | 0 | 35  |
| 12:30 PM   | 0 | 0 | 1 | 2  | 8  | 9  | 2  | 3  | 0  | 0 | 0 | 0 | 0 | 25  |
| 12:45 PM   | 0 | 0 | 0 | 2  | 3  | 15 | 2  | 6  | 0  | 0 | 0 | 0 | 0 | 28  |
| Hour Total | 0 | 0 | 4 | 9  | 29 | 37 | 23 | 15 | 2  | 1 | 0 | 0 | 0 | 120 |
| 1:00 PM    | 0 | 0 | 0 | 7  | 3  | 13 | 2  | 6  | 3  | 0 | 0 | 0 | 0 | 34  |
| 1:15 PM    | 0 | 2 | 0 | 2  | 9  | 6  | 7  | 4  | 0  | 0 | 0 | 0 | 0 | 30  |
| 1:30 PM    | 0 | 2 | 0 | 2  | 9  | 4  | 11 | 3  | 0  | 0 | 0 | 0 | 0 | 31  |
| 1:45 PM    | 0 | 0 | 0 | 3  | 6  | 9  | 5  | 3  | 0  | 0 | 0 | 0 | 0 | 26  |
| Hour Total | 0 | 4 | 0 | 14 | 27 | 32 | 25 | 16 | 3  | 0 | 0 | 0 | 0 | 121 |
| 2:00 PM    | 0 | 1 | 1 | 3  | 6  | 11 | 7  | 2  | 3  | 1 | 0 | 0 | 0 | 35  |
| 2:15 PM    | 0 | 1 | 1 | 2  | 7  | 9  | 4  | 2  | 2  | 1 | 0 | 0 | 0 | 29  |
| 2:30 PM    | 0 | 0 | 1 | 3  | 5  | 6  | 7  | 10 | 4  | 2 | 0 | 0 | 0 | 38  |
| 2:45 PM    | 0 | 0 | 0 | 1  | 5  | 15 | 19 | 12 | 6  | 0 | 0 | 0 | 0 | 58  |
| Hour Total | 0 | 2 | 3 | 9  | 23 | 41 | 37 | 26 | 15 | 4 | 0 | 0 | 0 | 160 |
| 3:00 PM    | 0 | 0 | 0 | 3  | 2  | 10 | 7  | 12 | 6  | 0 | 0 | 0 | 0 | 40  |
| 3:15 PM    | 0 | 0 | 2 | 1  | 3  | 15 | 13 | 13 | 5  | 0 | 0 | 0 | 0 | 52  |
| 3:30 PM    | 0 | 0 | 0 | 4  | 3  | 8  | 11 | 15 | 8  | 0 | 0 | 0 | 0 | 49  |
| 3:45 PM    | 0 | 0 | 3 | 6  | 6  | 10 | 7  | 18 | 7  | 1 | 0 | 0 | 0 | 58  |
| Hour Total | 0 | 0 | 5 | 14 | 14 | 43 | 38 | 58 | 26 | 1 | 0 | 0 | 0 | 199 |

|            |    |    |     |     |     |     |     |     |     |    |   |   |   |      |
|------------|----|----|-----|-----|-----|-----|-----|-----|-----|----|---|---|---|------|
| 4:00 PM    | 0  | 0  | 0   | 1   | 4   | 7   | 18  | 14  | 8   | 1  | 0 | 0 | 0 | 53   |
| 4:15 PM    | 0  | 0  | 0   | 1   | 4   | 8   | 20  | 22  | 20  | 2  | 0 | 0 | 0 | 77   |
| 4:30 PM    | 1  | 0  | 1   | 1   | 4   | 13  | 23  | 23  | 9   | 2  | 0 | 0 | 0 | 77   |
| 4:45 PM    | 0  | 0  | 0   | 0   | 2   | 7   | 21  | 27  | 20  | 5  | 0 | 0 | 0 | 82   |
| Hour Total | 1  | 0  | 1   | 3   | 14  | 35  | 82  | 86  | 57  | 10 | 0 | 0 | 0 | 289  |
| 5:00 PM    | 0  | 0  | 3   | 2   | 6   | 15  | 16  | 21  | 7   | 3  | 0 | 0 | 0 | 73   |
| 5:15 PM    | 0  | 2  | 2   | 1   | 5   | 5   | 21  | 34  | 8   | 1  | 0 | 0 | 0 | 79   |
| 5:30 PM    | 0  | 0  | 1   | 2   | 3   | 6   | 30  | 34  | 14  | 0  | 0 | 0 | 0 | 90   |
| 5:45 PM    | 0  | 0  | 0   | 1   | 5   | 12  | 24  | 28  | 11  | 1  | 1 | 0 | 0 | 83   |
| Hour Total | 0  | 2  | 6   | 6   | 19  | 38  | 91  | 117 | 40  | 5  | 1 | 0 | 0 | 325  |
| 6:00 PM    | 0  | 0  | 0   | 0   | 2   | 5   | 10  | 29  | 11  | 5  | 0 | 0 | 0 | 62   |
| 6:15 PM    | 0  | 0  | 1   | 1   | 0   | 10  | 23  | 17  | 10  | 1  | 0 | 0 | 0 | 63   |
| 6:30 PM    | 0  | 2  | 1   | 1   | 4   | 5   | 7   | 17  | 6   | 0  | 0 | 0 | 0 | 43   |
| 6:45 PM    | 0  | 0  | 0   | 1   | 4   | 9   | 13  | 9   | 2   | 0  | 0 | 0 | 0 | 38   |
| Hour Total | 0  | 2  | 2   | 3   | 10  | 29  | 53  | 72  | 29  | 6  | 0 | 0 | 0 | 206  |
| 7:00 PM    | 0  | 0  | 0   | 3   | 1   | 9   | 10  | 14  | 5   | 0  | 0 | 0 | 0 | 42   |
| 7:15 PM    | 0  | 0  | 0   | 1   | 2   | 5   | 9   | 8   | 4   | 0  | 0 | 0 | 0 | 29   |
| 7:30 PM    | 0  | 0  | 0   | 1   | 1   | 2   | 5   | 6   | 1   | 0  | 0 | 0 | 0 | 16   |
| 7:45 PM    | 1  | 0  | 0   | 2   | 5   | 9   | 6   | 6   | 2   | 0  | 0 | 0 | 0 | 31   |
| Hour Total | 1  | 0  | 0   | 7   | 9   | 25  | 30  | 34  | 12  | 0  | 0 | 0 | 0 | 118  |
| 8:00 PM    | 0  | 1  | 0   | 3   | 5   | 8   | 6   | 7   | 4   | 0  | 0 | 0 | 0 | 34   |
| 8:15 PM    | 0  | 0  | 1   | 2   | 3   | 4   | 5   | 3   | 0   | 0  | 0 | 0 | 0 | 18   |
| 8:30 PM    | 0  | 0  | 0   | 2   | 4   | 10  | 13  | 4   | 2   | 0  | 0 | 0 | 0 | 35   |
| 8:45 PM    | 0  | 0  | 1   | 2   | 6   | 5   | 3   | 1   | 3   | 0  | 0 | 0 | 0 | 21   |
| Hour Total | 0  | 1  | 2   | 9   | 18  | 27  | 27  | 15  | 9   | 0  | 0 | 0 | 0 | 108  |
| 9:00 PM    | 0  | 0  | 0   | 2   | 2   | 8   | 8   | 3   | 4   | 1  | 0 | 0 | 0 | 28   |
| 9:15 PM    | 0  | 0  | 0   | 3   | 5   | 2   | 3   | 4   | 2   | 0  | 0 | 0 | 0 | 19   |
| 9:30 PM    | 0  | 0  | 2   | 3   | 1   | 5   | 4   | 2   | 0   | 0  | 0 | 0 | 0 | 17   |
| 9:45 PM    | 2  | 0  | 0   | 3   | 6   | 6   | 8   | 2   | 2   | 0  | 0 | 0 | 0 | 29   |
| Hour Total | 2  | 0  | 2   | 11  | 14  | 21  | 23  | 11  | 8   | 1  | 0 | 0 | 0 | 93   |
| 10:00 PM   | 2  | 0  | 0   | 2   | 2   | 5   | 7   | 1   | 1   | 0  | 0 | 0 | 0 | 20   |
| 10:15 PM   | 0  | 0  | 0   | 0   | 1   | 8   | 5   | 0   | 0   | 0  | 0 | 0 | 0 | 14   |
| 10:30 PM   | 0  | 0  | 1   | 0   | 2   | 5   | 3   | 4   | 0   | 0  | 0 | 0 | 0 | 15   |
| 10:45 PM   | 0  | 1  | 1   | 0   | 1   | 3   | 0   | 2   | 0   | 0  | 0 | 0 | 0 | 8    |
| Hour Total | 2  | 1  | 2   | 2   | 6   | 21  | 15  | 7   | 1   | 0  | 0 | 0 | 0 | 57   |
| 11:00 PM   | 0  | 0  | 1   | 1   | 2   | 2   | 4   | 1   | 0   | 0  | 0 | 0 | 0 | 11   |
| 11:15 PM   | 0  | 1  | 0   | 0   | 4   | 2   | 7   | 2   | 0   | 0  | 0 | 0 | 0 | 16   |
| 11:30 PM   | 0  | 0  | 0   | 2   | 4   | 3   | 1   | 1   | 1   | 1  | 0 | 0 | 0 | 13   |
| 11:45 PM   | 1  | 2  | 0   | 1   | 0   | 0   | 2   | 1   | 0   | 0  | 0 | 0 | 0 | 7    |
| Hour Total | 1  | 3  | 1   | 4   | 10  | 7   | 14  | 5   | 1   | 1  | 0 | 0 | 0 | 47   |
| Totals     | 16 | 40 | 101 | 287 | 462 | 667 | 707 | 607 | 224 | 36 | 1 | 0 | 0 | 3148 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Outside lanes only)

Tracy

Project #: 11-7199-002n

Date: 5/4/2011

North Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 30      | MPH |
| Median Speed (50th percentile)   | : | 40      | MPH |
| Average Speed - All Vehicles     | : | 39      | MPH |
| 85th Percentile Speed            | : | 48      | MPH |
| 95th Percentile Speed            | : | 52      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 1374    |     |
| Percentage of Vehicles in Pace   | : | 43.65%  |     |
| Number of Vehicles >= 25 MPH     | : | 2991    |     |
| Percentage of Vehicles >= 25 MPH | : | 95.01%  |     |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

WEDNESDAY

South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 2     | 2     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 5     |
| 12:15 AM   | 0    | 1     | 4     | 2     | 2     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 12    |
| 12:30 AM   | 0    | 0     | 0     | 1     | 1     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| 12:45 AM   | 0    | 0     | 1     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| Hour Total | 0    | 1     | 7     | 7     | 5     | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0       | 26    |
| 1:00 AM    | 0    | 0     | 4     | 2     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 9     |
| 1:15 AM    | 0    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 1:30 AM    | 0    | 0     | 2     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 1:45 AM    | 0    | 1     | 1     | 3     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| Hour Total | 0    | 1     | 9     | 7     | 2     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 22    |
| 2:00 AM    | 0    | 1     | 0     | 2     | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 2:15 AM    | 0    | 0     | 1     | 1     | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 2:30 AM    | 0    | 0     | 5     | 2     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 9     |
| 2:45 AM    | 0    | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| Hour Total | 0    | 1     | 6     | 7     | 1     | 2     | 5     | 0     | 0     | 0     | 0     | 0     | 0       | 22    |
| 3:00 AM    | 0    | 0     | 3     | 5     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 10    |
| 3:15 AM    | 0    | 2     | 4     | 6     | 1     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0       | 15    |
| 3:30 AM    | 0    | 1     | 3     | 3     | 1     | 3     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 14    |
| 3:45 AM    | 0    | 1     | 3     | 1     | 2     | 4     | 5     | 0     | 0     | 0     | 0     | 0     | 0       | 16    |
| Hour Total | 0    | 4     | 13    | 15    | 5     | 9     | 8     | 0     | 1     | 0     | 0     | 0     | 0       | 55    |
| 4:00 AM    | 0    | 0     | 2     | 3     | 3     | 4     | 4     | 2     | 0     | 0     | 0     | 0     | 0       | 18    |
| 4:15 AM    | 0    | 1     | 7     | 8     | 1     | 9     | 6     | 3     | 1     | 0     | 0     | 0     | 0       | 36    |
| 4:30 AM    | 0    | 0     | 9     | 7     | 4     | 12    | 2     | 1     | 1     | 0     | 0     | 0     | 0       | 36    |
| 4:45 AM    | 0    | 2     | 11    | 7     | 6     | 12    | 4     | 2     | 0     | 1     | 0     | 0     | 0       | 45    |
| Hour Total | 0    | 3     | 29    | 25    | 14    | 37    | 16    | 8     | 2     | 1     | 0     | 0     | 0       | 135   |
| 5:00 AM    | 0    | 1     | 6     | 9     | 7     | 13    | 14    | 5     | 1     | 0     | 0     | 0     | 0       | 56    |
| 5:15 AM    | 0    | 5     | 8     | 5     | 14    | 23    | 22    | 8     | 1     | 0     | 1     | 0     | 0       | 87    |
| 5:30 AM    | 0    | 0     | 1     | 6     | 15    | 35    | 15    | 4     | 3     | 1     | 1     | 0     | 0       | 81    |
| 5:45 AM    | 0    | 0     | 0     | 7     | 17    | 27    | 16    | 11    | 2     | 1     | 0     | 0     | 0       | 81    |
| Hour Total | 0    | 6     | 15    | 27    | 53    | 98    | 67    | 28    | 7     | 2     | 2     | 0     | 0       | 305   |
| 6:00 AM    | 0    | 0     | 10    | 2     | 14    | 44    | 32    | 5     | 0     | 1     | 0     | 0     | 0       | 108   |
| 6:15 AM    | 0    | 4     | 1     | 8     | 15    | 26    | 21    | 8     | 1     | 1     | 0     | 0     | 0       | 85    |
| 6:30 AM    | 0    | 0     | 3     | 8     | 10    | 33    | 26    | 5     | 8     | 2     | 0     | 0     | 0       | 95    |
| 6:45 AM    | 0    | 2     | 5     | 9     | 12    | 19    | 16    | 8     | 3     | 1     | 0     | 0     | 0       | 75    |
| Hour Total | 0    | 6     | 19    | 27    | 51    | 122   | 95    | 26    | 12    | 5     | 0     | 0     | 0       | 363   |
| 7:00 AM    | 0    | 4     | 15    | 5     | 7     | 10    | 21    | 9     | 2     | 1     | 0     | 0     | 0       | 74    |
| 7:15 AM    | 0    | 0     | 9     | 5     | 4     | 14    | 18    | 10    | 1     | 1     | 0     | 0     | 0       | 62    |
| 7:30 AM    | 0    | 1     | 4     | 7     | 8     | 17    | 21    | 1     | 1     | 1     | 0     | 0     | 0       | 61    |
| 7:45 AM    | 0    | 2     | 3     | 4     | 4     | 15    | 6     | 2     | 3     | 1     | 0     | 0     | 0       | 40    |
| Hour Total | 0    | 7     | 31    | 21    | 23    | 56    | 66    | 22    | 7     | 4     | 0     | 0     | 0       | 237   |

|            |   |    |    |    |    |    |    |    |   |   |   |   |   |     |
|------------|---|----|----|----|----|----|----|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 1  | 1  | 4  | 9  | 10 | 14 | 4  | 1 | 0 | 0 | 0 | 0 | 44  |
| 8:15 AM    | 0 | 4  | 8  | 2  | 14 | 12 | 5  | 1  | 0 | 0 | 0 | 0 | 1 | 47  |
| 8:30 AM    | 0 | 1  | 1  | 9  | 16 | 10 | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 42  |
| 8:45 AM    | 1 | 5  | 3  | 9  | 4  | 6  | 10 | 3  | 0 | 0 | 0 | 0 | 0 | 41  |
| Hour Total | 1 | 11 | 13 | 24 | 43 | 38 | 33 | 9  | 1 | 0 | 0 | 0 | 1 | 174 |
| 9:00 AM    | 0 | 2  | 8  | 6  | 2  | 4  | 10 | 2  | 1 | 0 | 0 | 0 | 0 | 35  |
| 9:15 AM    | 1 | 1  | 2  | 3  | 6  | 2  | 4  | 5  | 1 | 0 | 0 | 0 | 0 | 25  |
| 9:30 AM    | 0 | 1  | 7  | 4  | 3  | 7  | 8  | 2  | 0 | 0 | 0 | 0 | 0 | 32  |
| 9:45 AM    | 1 | 3  | 2  | 9  | 6  | 9  | 8  | 2  | 0 | 0 | 1 | 0 | 0 | 41  |
| Hour Total | 2 | 7  | 19 | 22 | 17 | 22 | 30 | 11 | 2 | 0 | 1 | 0 | 0 | 133 |
| 10:00 AM   | 0 | 3  | 7  | 5  | 10 | 6  | 2  | 0  | 1 | 0 | 0 | 0 | 0 | 34  |
| 10:15 AM   | 0 | 2  | 10 | 9  | 5  | 4  | 8  | 4  | 1 | 1 | 0 | 0 | 0 | 44  |
| 10:30 AM   | 0 | 1  | 6  | 8  | 6  | 10 | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 39  |
| 10:45 AM   | 0 | 3  | 3  | 3  | 6  | 8  | 7  | 2  | 0 | 0 | 0 | 0 | 0 | 32  |
| Hour Total | 0 | 9  | 26 | 25 | 27 | 28 | 23 | 8  | 2 | 1 | 0 | 0 | 0 | 149 |
| 11:00 AM   | 2 | 3  | 5  | 4  | 3  | 3  | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 27  |
| 11:15 AM   | 0 | 5  | 8  | 13 | 8  | 3  | 4  | 4  | 1 | 0 | 0 | 0 | 0 | 46  |
| 11:30 AM   | 0 | 1  | 9  | 7  | 5  | 2  | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 31  |
| 11:45 AM   | 0 | 3  | 11 | 5  | 12 | 7  | 3  | 3  | 0 | 0 | 0 | 0 | 0 | 44  |
| Hour Total | 2 | 12 | 33 | 29 | 28 | 15 | 18 | 10 | 1 | 0 | 0 | 0 | 0 | 148 |
| 12:00 PM   | 0 | 1  | 11 | 8  | 4  | 5  | 7  | 2  | 0 | 0 | 0 | 0 | 0 | 38  |
| 12:15 PM   | 0 | 0  | 11 | 4  | 2  | 3  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 24  |
| 12:30 PM   | 0 | 1  | 7  | 5  | 5  | 10 | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 33  |
| 12:45 PM   | 0 | 3  | 1  | 6  | 13 | 6  | 2  | 4  | 0 | 0 | 0 | 0 | 0 | 35  |
| Hour Total | 0 | 5  | 30 | 23 | 24 | 24 | 14 | 10 | 0 | 0 | 0 | 0 | 0 | 130 |
| 1:00 PM    | 0 | 3  | 7  | 3  | 2  | 8  | 2  | 4  | 0 | 0 | 0 | 0 | 0 | 29  |
| 1:15 PM    | 1 | 4  | 10 | 7  | 2  | 6  | 5  | 3  | 1 | 1 | 0 | 0 | 0 | 40  |
| 1:30 PM    | 1 | 2  | 5  | 6  | 4  | 6  | 8  | 3  | 0 | 0 | 0 | 0 | 0 | 35  |
| 1:45 PM    | 0 | 1  | 9  | 3  | 5  | 4  | 3  | 1  | 1 | 0 | 0 | 0 | 0 | 27  |
| Hour Total | 2 | 10 | 31 | 19 | 13 | 24 | 18 | 11 | 2 | 1 | 0 | 0 | 0 | 131 |
| 2:00 PM    | 0 | 5  | 4  | 7  | 1  | 7  | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 32  |
| 2:15 PM    | 0 | 0  | 3  | 4  | 6  | 11 | 9  | 0  | 1 | 0 | 0 | 0 | 0 | 34  |
| 2:30 PM    | 2 | 1  | 4  | 8  | 9  | 15 | 3  | 2  | 2 | 0 | 0 | 0 | 0 | 46  |
| 2:45 PM    | 0 | 3  | 10 | 6  | 8  | 8  | 3  | 2  | 0 | 0 | 0 | 0 | 0 | 40  |
| Hour Total | 2 | 9  | 21 | 25 | 24 | 41 | 21 | 6  | 3 | 0 | 0 | 0 | 0 | 152 |
| 3:00 PM    | 1 | 4  | 4  | 3  | 2  | 5  | 9  | 3  | 0 | 0 | 0 | 0 | 0 | 31  |
| 3:15 PM    | 0 | 3  | 8  | 3  | 7  | 6  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 33  |
| 3:30 PM    | 0 | 1  | 5  | 8  | 4  | 5  | 10 | 2  | 1 | 0 | 0 | 0 | 0 | 36  |
| 3:45 PM    | 0 | 2  | 2  | 2  | 9  | 10 | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 33  |
| Hour Total | 1 | 10 | 19 | 16 | 22 | 26 | 31 | 7  | 1 | 0 | 0 | 0 | 0 | 133 |

|            |    |     |     |     |     |     |     |     |    |    |   |   |   |      |
|------------|----|-----|-----|-----|-----|-----|-----|-----|----|----|---|---|---|------|
| 4:00 PM    | 0  | 0   | 3   | 3   | 7   | 19  | 7   | 1   | 0  | 0  | 0 | 0 | 0 | 40   |
| 4:15 PM    | 1  | 1   | 2   | 3   | 1   | 12  | 8   | 5   | 0  | 0  | 0 | 0 | 0 | 33   |
| 4:30 PM    | 0  | 2   | 2   | 5   | 7   | 13  | 6   | 4   | 0  | 0  | 0 | 0 | 0 | 39   |
| 4:45 PM    | 0  | 0   | 2   | 8   | 5   | 16  | 5   | 2   | 0  | 0  | 0 | 0 | 0 | 38   |
| Hour Total | 1  | 3   | 9   | 19  | 20  | 60  | 26  | 12  | 0  | 0  | 0 | 0 | 0 | 150  |
| 5:00 PM    | 1  | 1   | 3   | 3   | 11  | 9   | 8   | 5   | 0  | 0  | 0 | 0 | 0 | 41   |
| 5:15 PM    | 0  | 1   | 7   | 8   | 4   | 5   | 13  | 1   | 0  | 0  | 0 | 0 | 0 | 39   |
| 5:30 PM    | 0  | 1   | 1   | 3   | 3   | 3   | 5   | 5   | 1  | 0  | 0 | 0 | 0 | 22   |
| 5:45 PM    | 0  | 2   | 0   | 1   | 0   | 7   | 6   | 2   | 0  | 0  | 0 | 0 | 0 | 18   |
| Hour Total | 1  | 5   | 11  | 15  | 18  | 24  | 32  | 13  | 1  | 0  | 0 | 0 | 0 | 120  |
| 6:00 PM    | 0  | 1   | 3   | 2   | 3   | 6   | 2   | 3   | 1  | 0  | 0 | 0 | 0 | 21   |
| 6:15 PM    | 0  | 0   | 2   | 5   | 6   | 5   | 1   | 1   | 1  | 1  | 0 | 0 | 0 | 22   |
| 6:30 PM    | 0  | 1   | 2   | 1   | 4   | 5   | 6   | 1   | 1  | 0  | 0 | 0 | 0 | 21   |
| 6:45 PM    | 2  | 1   | 3   | 3   | 5   | 3   | 0   | 1   | 0  | 0  | 0 | 0 | 0 | 18   |
| Hour Total | 2  | 3   | 10  | 11  | 18  | 19  | 9   | 6   | 3  | 1  | 0 | 0 | 0 | 82   |
| 7:00 PM    | 0  | 3   | 6   | 2   | 3   | 3   | 0   | 0   | 0  | 0  | 0 | 0 | 0 | 17   |
| 7:15 PM    | 1  | 1   | 9   | 2   | 3   | 3   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 21   |
| 7:30 PM    | 0  | 0   | 1   | 4   | 1   | 3   | 1   | 0   | 2  | 0  | 0 | 0 | 0 | 12   |
| 7:45 PM    | 0  | 1   | 5   | 2   | 0   | 3   | 2   | 2   | 0  | 0  | 0 | 0 | 0 | 15   |
| Hour Total | 1  | 5   | 21  | 10  | 7   | 12  | 5   | 2   | 2  | 0  | 0 | 0 | 0 | 65   |
| 8:00 PM    | 0  | 2   | 1   | 4   | 1   | 3   | 4   | 0   | 0  | 0  | 0 | 0 | 0 | 15   |
| 8:15 PM    | 0  | 1   | 5   | 0   | 5   | 2   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 15   |
| 8:30 PM    | 1  | 0   | 3   | 5   | 2   | 3   | 0   | 0   | 0  | 0  | 0 | 0 | 0 | 14   |
| 8:45 PM    | 0  | 1   | 2   | 0   | 4   | 3   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 11   |
| Hour Total | 1  | 4   | 11  | 9   | 12  | 11  | 7   | 0   | 0  | 0  | 0 | 0 | 0 | 55   |
| 9:00 PM    | 0  | 1   | 2   | 1   | 0   | 1   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 6    |
| 9:15 PM    | 0  | 1   | 3   | 2   | 2   | 4   | 4   | 2   | 0  | 0  | 0 | 0 | 0 | 18   |
| 9:30 PM    | 1  | 0   | 3   | 7   | 2   | 4   | 0   | 1   | 0  | 0  | 0 | 0 | 0 | 18   |
| 9:45 PM    | 0  | 0   | 0   | 1   | 1   | 1   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 4    |
| Hour Total | 1  | 2   | 8   | 11  | 5   | 10  | 6   | 3   | 0  | 0  | 0 | 0 | 0 | 46   |
| 10:00 PM   | 0  | 2   | 0   | 2   | 0   | 2   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 8    |
| 10:15 PM   | 1  | 1   | 5   | 3   | 3   | 6   | 6   | 0   | 1  | 0  | 0 | 0 | 0 | 26   |
| 10:30 PM   | 0  | 0   | 3   | 0   | 3   | 1   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 9    |
| 10:45 PM   | 0  | 0   | 1   | 2   | 2   | 1   | 2   | 1   | 0  | 0  | 1 | 0 | 0 | 10   |
| Hour Total | 1  | 3   | 9   | 7   | 8   | 10  | 12  | 1   | 1  | 0  | 1 | 0 | 0 | 53   |
| 11:00 PM   | 0  | 0   | 1   | 1   | 1   | 2   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 7    |
| 11:15 PM   | 0  | 0   | 2   | 3   | 1   | 4   | 0   | 1   | 0  | 0  | 0 | 0 | 0 | 11   |
| 11:30 PM   | 0  | 0   | 0   | 0   | 0   | 4   | 2   | 1   | 0  | 0  | 0 | 0 | 0 | 7    |
| 11:45 PM   | 0  | 1   | 5   | 0   | 2   | 1   | 0   | 0   | 0  | 0  | 0 | 0 | 0 | 9    |
| Hour Total | 0  | 1   | 8   | 4   | 4   | 11  | 4   | 2   | 0  | 0  | 0 | 0 | 0 | 34   |
| Totals     | 18 | 128 | 408 | 405 | 444 | 703 | 550 | 196 | 48 | 15 | 4 | 0 | 1 | 2920 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 24      | MPH |
| Median Speed (50th percentile)   | : | 35      | MPH |
| Average Speed - All Vehicles     | : | 34      | MPH |
| 85th Percentile Speed            | : | 43      | MPH |
| 95th Percentile Speed            | : | 48      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 1253    |     |
| Percentage of Vehicles in Pace   | : | 42.91%  |     |
| Number of Vehicles >= 25 MPH     | : | 2366    |     |
| Percentage of Vehicles >= 25 MPH | : | 81.03%  |     |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

WEDNESDAY

North Bound, South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 3     | 4     | 1     | 4     | 5     | 2     | 0     | 0     | 0     | 0     | 0       | 19    |
| 12:15 AM   | 0    | 3     | 5     | 5     | 6     | 4     | 4     | 2     | 0     | 0     | 0     | 0     | 0       | 29    |
| 12:30 AM   | 0    | 0     | 0     | 1     | 1     | 2     | 4     | 4     | 0     | 0     | 0     | 0     | 0       | 12    |
| 12:45 AM   | 0    | 0     | 1     | 2     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 9     |
| Hour Total | 0    | 3     | 9     | 12    | 12    | 12    | 13    | 8     | 0     | 0     | 0     | 0     | 0       | 69    |
| 1:00 AM    | 0    | 0     | 5     | 7     | 4     | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 21    |
| 1:15 AM    | 0    | 0     | 5     | 2     | 2     | 7     | 2     | 2     | 0     | 0     | 0     | 0     | 0       | 20    |
| 1:30 AM    | 0    | 0     | 2     | 4     | 3     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 12    |
| 1:45 AM    | 0    | 1     | 5     | 6     | 3     | 0     | 2     | 1     | 1     | 0     | 0     | 0     | 0       | 19    |
| Hour Total | 0    | 1     | 17    | 19    | 12    | 11    | 7     | 4     | 1     | 0     | 0     | 0     | 0       | 72    |
| 2:00 AM    | 0    | 2     | 2     | 3     | 2     | 7     | 7     | 3     | 1     | 0     | 0     | 0     | 0       | 27    |
| 2:15 AM    | 0    | 0     | 1     | 5     | 2     | 8     | 6     | 5     | 0     | 0     | 0     | 0     | 0       | 27    |
| 2:30 AM    | 0    | 0     | 5     | 3     | 4     | 7     | 7     | 6     | 0     | 0     | 0     | 0     | 0       | 32    |
| 2:45 AM    | 0    | 0     | 3     | 5     | 2     | 4     | 3     | 6     | 0     | 0     | 0     | 0     | 0       | 23    |
| Hour Total | 0    | 2     | 11    | 16    | 10    | 26    | 23    | 20    | 1     | 0     | 0     | 0     | 0       | 109   |
| 3:00 AM    | 0    | 0     | 3     | 9     | 5     | 10    | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 30    |
| 3:15 AM    | 0    | 2     | 5     | 10    | 4     | 1     | 6     | 1     | 2     | 0     | 0     | 0     | 0       | 31    |
| 3:30 AM    | 0    | 1     | 4     | 3     | 6     | 6     | 5     | 0     | 1     | 0     | 0     | 0     | 0       | 26    |
| 3:45 AM    | 1    | 1     | 4     | 5     | 4     | 10    | 8     | 1     | 0     | 1     | 0     | 0     | 0       | 35    |
| Hour Total | 1    | 4     | 16    | 27    | 19    | 27    | 22    | 2     | 3     | 1     | 0     | 0     | 0       | 122   |
| 4:00 AM    | 0    | 0     | 4     | 4     | 9     | 11    | 7     | 3     | 0     | 0     | 0     | 0     | 0       | 38    |
| 4:15 AM    | 1    | 1     | 7     | 11    | 7     | 12    | 11    | 5     | 1     | 0     | 0     | 0     | 0       | 56    |
| 4:30 AM    | 0    | 0     | 9     | 10    | 10    | 18    | 5     | 4     | 1     | 0     | 0     | 0     | 0       | 57    |
| 4:45 AM    | 0    | 2     | 11    | 11    | 11    | 17    | 10    | 8     | 1     | 1     | 0     | 0     | 0       | 72    |
| Hour Total | 1    | 3     | 31    | 36    | 37    | 58    | 33    | 20    | 3     | 1     | 0     | 0     | 0       | 223   |
| 5:00 AM    | 0    | 1     | 9     | 12    | 15    | 18    | 20    | 6     | 4     | 0     | 0     | 0     | 0       | 85    |
| 5:15 AM    | 1    | 6     | 9     | 8     | 20    | 35    | 32    | 11    | 2     | 0     | 1     | 0     | 0       | 125   |
| 5:30 AM    | 0    | 2     | 2     | 13    | 24    | 50    | 35    | 8     | 3     | 1     | 1     | 0     | 0       | 139   |
| 5:45 AM    | 0    | 3     | 3     | 22    | 26    | 36    | 27    | 17    | 4     | 3     | 0     | 0     | 0       | 141   |
| Hour Total | 1    | 12    | 23    | 55    | 85    | 139   | 114   | 42    | 13    | 4     | 2     | 0     | 0       | 490   |
| 6:00 AM    | 0    | 1     | 12    | 13    | 23    | 50    | 38    | 7     | 2     | 1     | 0     | 0     | 0       | 147   |
| 6:15 AM    | 0    | 4     | 6     | 14    | 23    | 35    | 24    | 10    | 1     | 1     | 0     | 0     | 0       | 118   |
| 6:30 AM    | 0    | 0     | 5     | 13    | 20    | 44    | 34    | 13    | 8     | 2     | 0     | 0     | 0       | 139   |
| 6:45 AM    | 0    | 3     | 13    | 14    | 23    | 24    | 24    | 12    | 4     | 1     | 0     | 0     | 0       | 118   |
| Hour Total | 0    | 8     | 36    | 54    | 89    | 153   | 120   | 42    | 15    | 5     | 0     | 0     | 0       | 522   |
| 7:00 AM    | 0    | 6     | 18    | 13    | 13    | 17    | 30    | 10    | 2     | 1     | 0     | 0     | 0       | 110   |
| 7:15 AM    | 1    | 0     | 14    | 13    | 11    | 20    | 20    | 14    | 2     | 1     | 0     | 0     | 0       | 96    |
| 7:30 AM    | 1    | 2     | 5     | 16    | 19    | 22    | 30    | 3     | 2     | 3     | 0     | 0     | 0       | 103   |
| 7:45 AM    | 0    | 2     | 6     | 8     | 12    | 20    | 14    | 9     | 3     | 1     | 0     | 0     | 0       | 75    |
| Hour Total | 2    | 10    | 43    | 50    | 55    | 79    | 94    | 36    | 9     | 6     | 0     | 0     | 0       | 384   |



|            |   |    |    |    |    |    |    |    |    |   |   |   |   |     |
|------------|---|----|----|----|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 1  | 3  | 12 | 15 | 11 | 20 | 14 | 3  | 0 | 0 | 0 | 0 | 79  |
| 8:15 AM    | 0 | 6  | 10 | 6  | 18 | 18 | 10 | 4  | 0  | 0 | 0 | 0 | 1 | 73  |
| 8:30 AM    | 0 | 1  | 2  | 11 | 20 | 16 | 9  | 2  | 0  | 0 | 0 | 0 | 0 | 61  |
| 8:45 AM    | 3 | 6  | 5  | 13 | 8  | 16 | 14 | 5  | 0  | 0 | 0 | 0 | 0 | 70  |
| Hour Total | 3 | 14 | 20 | 42 | 61 | 61 | 53 | 25 | 3  | 0 | 0 | 0 | 1 | 283 |
| 9:00 AM    | 0 | 2  | 9  | 9  | 12 | 11 | 13 | 5  | 1  | 0 | 0 | 0 | 0 | 62  |
| 9:15 AM    | 3 | 1  | 4  | 4  | 14 | 10 | 7  | 6  | 1  | 0 | 0 | 0 | 0 | 50  |
| 9:30 AM    | 0 | 1  | 8  | 10 | 12 | 11 | 15 | 8  | 0  | 1 | 0 | 0 | 0 | 66  |
| 9:45 AM    | 1 | 4  | 3  | 14 | 12 | 17 | 11 | 4  | 0  | 0 | 1 | 0 | 0 | 67  |
| Hour Total | 4 | 8  | 24 | 37 | 50 | 49 | 46 | 23 | 2  | 1 | 1 | 0 | 0 | 245 |
| 10:00 AM   | 0 | 4  | 7  | 10 | 14 | 9  | 3  | 3  | 1  | 0 | 0 | 0 | 0 | 51  |
| 10:15 AM   | 0 | 4  | 10 | 12 | 12 | 11 | 15 | 5  | 1  | 2 | 0 | 0 | 0 | 72  |
| 10:30 AM   | 0 | 4  | 7  | 9  | 11 | 14 | 9  | 5  | 0  | 0 | 0 | 0 | 0 | 59  |
| 10:45 AM   | 0 | 3  | 5  | 9  | 13 | 20 | 12 | 4  | 1  | 0 | 0 | 0 | 0 | 67  |
| Hour Total | 0 | 15 | 29 | 40 | 50 | 54 | 39 | 17 | 3  | 2 | 0 | 0 | 0 | 249 |
| 11:00 AM   | 2 | 3  | 5  | 7  | 14 | 11 | 12 | 7  | 0  | 0 | 0 | 0 | 0 | 61  |
| 11:15 AM   | 0 | 6  | 8  | 17 | 16 | 17 | 13 | 7  | 1  | 0 | 0 | 0 | 0 | 85  |
| 11:30 AM   | 0 | 1  | 10 | 10 | 11 | 23 | 14 | 7  | 0  | 0 | 0 | 0 | 0 | 76  |
| 11:45 AM   | 0 | 3  | 11 | 10 | 17 | 22 | 11 | 8  | 2  | 0 | 0 | 0 | 0 | 84  |
| Hour Total | 2 | 13 | 34 | 44 | 58 | 73 | 50 | 29 | 3  | 0 | 0 | 0 | 0 | 306 |
| 12:00 PM   | 0 | 1  | 13 | 9  | 12 | 12 | 16 | 6  | 0  | 1 | 0 | 0 | 0 | 70  |
| 12:15 PM   | 0 | 0  | 12 | 8  | 12 | 9  | 13 | 3  | 2  | 0 | 0 | 0 | 0 | 59  |
| 12:30 PM   | 0 | 1  | 8  | 7  | 13 | 19 | 4  | 6  | 0  | 0 | 0 | 0 | 0 | 58  |
| 12:45 PM   | 0 | 3  | 1  | 8  | 16 | 21 | 4  | 10 | 0  | 0 | 0 | 0 | 0 | 63  |
| Hour Total | 0 | 5  | 34 | 32 | 53 | 61 | 37 | 25 | 2  | 1 | 0 | 0 | 0 | 250 |
| 1:00 PM    | 0 | 3  | 7  | 10 | 5  | 21 | 4  | 10 | 3  | 0 | 0 | 0 | 0 | 63  |
| 1:15 PM    | 1 | 6  | 10 | 9  | 11 | 12 | 12 | 7  | 1  | 1 | 0 | 0 | 0 | 70  |
| 1:30 PM    | 1 | 4  | 5  | 8  | 13 | 10 | 19 | 6  | 0  | 0 | 0 | 0 | 0 | 66  |
| 1:45 PM    | 0 | 1  | 9  | 6  | 11 | 13 | 8  | 4  | 1  | 0 | 0 | 0 | 0 | 53  |
| Hour Total | 2 | 14 | 31 | 33 | 40 | 56 | 43 | 27 | 5  | 1 | 0 | 0 | 0 | 252 |
| 2:00 PM    | 0 | 6  | 5  | 10 | 7  | 18 | 13 | 4  | 3  | 1 | 0 | 0 | 0 | 67  |
| 2:15 PM    | 0 | 1  | 4  | 6  | 13 | 20 | 13 | 2  | 3  | 1 | 0 | 0 | 0 | 63  |
| 2:30 PM    | 2 | 1  | 5  | 11 | 14 | 21 | 10 | 12 | 6  | 2 | 0 | 0 | 0 | 84  |
| 2:45 PM    | 0 | 3  | 10 | 7  | 13 | 23 | 22 | 14 | 6  | 0 | 0 | 0 | 0 | 98  |
| Hour Total | 2 | 11 | 24 | 34 | 47 | 82 | 58 | 32 | 18 | 4 | 0 | 0 | 0 | 312 |
| 3:00 PM    | 1 | 4  | 4  | 6  | 4  | 15 | 16 | 15 | 6  | 0 | 0 | 0 | 0 | 71  |
| 3:15 PM    | 0 | 3  | 10 | 4  | 10 | 21 | 18 | 14 | 5  | 0 | 0 | 0 | 0 | 85  |
| 3:30 PM    | 0 | 1  | 5  | 12 | 7  | 13 | 21 | 17 | 9  | 0 | 0 | 0 | 0 | 85  |
| 3:45 PM    | 0 | 2  | 5  | 8  | 15 | 20 | 14 | 19 | 7  | 1 | 0 | 0 | 0 | 91  |
| Hour Total | 1 | 10 | 24 | 30 | 36 | 69 | 69 | 65 | 27 | 1 | 0 | 0 | 0 | 332 |

|            |    |     |     |     |     |      |      |     |     |    |   |   |   |      |
|------------|----|-----|-----|-----|-----|------|------|-----|-----|----|---|---|---|------|
| 4:00 PM    | 0  | 0   | 3   | 4   | 11  | 26   | 25   | 15  | 8   | 1  | 0 | 0 | 0 | 93   |
| 4:15 PM    | 1  | 1   | 2   | 4   | 5   | 20   | 28   | 27  | 20  | 2  | 0 | 0 | 0 | 110  |
| 4:30 PM    | 1  | 2   | 3   | 6   | 11  | 26   | 29   | 27  | 9   | 2  | 0 | 0 | 0 | 116  |
| 4:45 PM    | 0  | 0   | 2   | 8   | 7   | 23   | 26   | 29  | 20  | 5  | 0 | 0 | 0 | 120  |
| Hour Total | 2  | 3   | 10  | 22  | 34  | 95   | 108  | 98  | 57  | 10 | 0 | 0 | 0 | 439  |
| 5:00 PM    | 1  | 1   | 6   | 5   | 17  | 24   | 24   | 26  | 7   | 3  | 0 | 0 | 0 | 114  |
| 5:15 PM    | 0  | 3   | 9   | 9   | 9   | 10   | 34   | 35  | 8   | 1  | 0 | 0 | 0 | 118  |
| 5:30 PM    | 0  | 1   | 2   | 5   | 6   | 9    | 35   | 39  | 15  | 0  | 0 | 0 | 0 | 112  |
| 5:45 PM    | 0  | 2   | 0   | 2   | 5   | 19   | 30   | 30  | 11  | 1  | 1 | 0 | 0 | 101  |
| Hour Total | 1  | 7   | 17  | 21  | 37  | 62   | 123  | 130 | 41  | 5  | 1 | 0 | 0 | 445  |
| 6:00 PM    | 0  | 1   | 3   | 2   | 5   | 11   | 12   | 32  | 12  | 5  | 0 | 0 | 0 | 83   |
| 6:15 PM    | 0  | 0   | 3   | 6   | 6   | 15   | 24   | 18  | 11  | 2  | 0 | 0 | 0 | 85   |
| 6:30 PM    | 0  | 3   | 3   | 2   | 8   | 10   | 13   | 18  | 7   | 0  | 0 | 0 | 0 | 64   |
| 6:45 PM    | 2  | 1   | 3   | 4   | 9   | 12   | 13   | 10  | 2   | 0  | 0 | 0 | 0 | 56   |
| Hour Total | 2  | 5   | 12  | 14  | 28  | 48   | 62   | 78  | 32  | 7  | 0 | 0 | 0 | 288  |
| 7:00 PM    | 0  | 3   | 6   | 5   | 4   | 12   | 10   | 14  | 5   | 0  | 0 | 0 | 0 | 59   |
| 7:15 PM    | 1  | 1   | 9   | 3   | 5   | 8    | 11   | 8   | 4   | 0  | 0 | 0 | 0 | 50   |
| 7:30 PM    | 0  | 0   | 1   | 5   | 2   | 5    | 6    | 6   | 3   | 0  | 0 | 0 | 0 | 28   |
| 7:45 PM    | 1  | 1   | 5   | 4   | 5   | 12   | 8    | 8   | 2   | 0  | 0 | 0 | 0 | 46   |
| Hour Total | 2  | 5   | 21  | 17  | 16  | 37   | 35   | 36  | 14  | 0  | 0 | 0 | 0 | 183  |
| 8:00 PM    | 0  | 3   | 1   | 7   | 6   | 11   | 10   | 7   | 4   | 0  | 0 | 0 | 0 | 49   |
| 8:15 PM    | 0  | 1   | 6   | 2   | 8   | 6    | 7    | 3   | 0   | 0  | 0 | 0 | 0 | 33   |
| 8:30 PM    | 1  | 0   | 3   | 7   | 6   | 13   | 13   | 4   | 2   | 0  | 0 | 0 | 0 | 49   |
| 8:45 PM    | 0  | 1   | 3   | 2   | 10  | 8    | 4    | 1   | 3   | 0  | 0 | 0 | 0 | 32   |
| Hour Total | 1  | 5   | 13  | 18  | 30  | 38   | 34   | 15  | 9   | 0  | 0 | 0 | 0 | 163  |
| 9:00 PM    | 0  | 1   | 2   | 3   | 2   | 9    | 9    | 3   | 4   | 1  | 0 | 0 | 0 | 34   |
| 9:15 PM    | 0  | 1   | 3   | 5   | 7   | 6    | 7    | 6   | 2   | 0  | 0 | 0 | 0 | 37   |
| 9:30 PM    | 1  | 0   | 5   | 10  | 3   | 9    | 4    | 3   | 0   | 0  | 0 | 0 | 0 | 35   |
| 9:45 PM    | 2  | 0   | 0   | 4   | 7   | 7    | 9    | 2   | 2   | 0  | 0 | 0 | 0 | 33   |
| Hour Total | 3  | 2   | 10  | 22  | 19  | 31   | 29   | 14  | 8   | 1  | 0 | 0 | 0 | 139  |
| 10:00 PM   | 2  | 2   | 0   | 4   | 2   | 7    | 9    | 1   | 1   | 0  | 0 | 0 | 0 | 28   |
| 10:15 PM   | 1  | 1   | 5   | 3   | 4   | 14   | 11   | 0   | 1   | 0  | 0 | 0 | 0 | 40   |
| 10:30 PM   | 0  | 0   | 4   | 0   | 5   | 6    | 5    | 4   | 0   | 0  | 0 | 0 | 0 | 24   |
| 10:45 PM   | 0  | 1   | 2   | 2   | 3   | 4    | 2    | 3   | 0   | 0  | 1 | 0 | 0 | 18   |
| Hour Total | 3  | 4   | 11  | 9   | 14  | 31   | 27   | 8   | 2   | 0  | 1 | 0 | 0 | 110  |
| 11:00 PM   | 0  | 0   | 2   | 2   | 3   | 4    | 6    | 1   | 0   | 0  | 0 | 0 | 0 | 18   |
| 11:15 PM   | 0  | 1   | 2   | 3   | 5   | 6    | 7    | 3   | 0   | 0  | 0 | 0 | 0 | 27   |
| 11:30 PM   | 0  | 0   | 0   | 2   | 4   | 7    | 3    | 2   | 1   | 1  | 0 | 0 | 0 | 20   |
| 11:45 PM   | 1  | 3   | 5   | 1   | 2   | 1    | 2    | 1   | 0   | 0  | 0 | 0 | 0 | 16   |
| Hour Total | 1  | 4   | 9   | 8   | 14  | 18   | 18   | 7   | 1   | 1  | 0 | 0 | 0 | 81   |
| Totals     | 34 | 168 | 509 | 692 | 906 | 1370 | 1257 | 803 | 272 | 51 | 5 | 0 | 1 | 6068 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

North Bound, South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 26      | MPH |
| Median Speed (50th percentile)   | : | 38      | MPH |
| Average Speed - All Vehicles     | : | 37      | MPH |
| 85th Percentile Speed            | : | 46      | MPH |
| 95th Percentile Speed            | : | 50      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 2627    |     |
| Percentage of Vehicles in Pace   | : | 43.29%  |     |
| Number of Vehicles >= 25 MPH     | : | 5357    |     |
| Percentage of Vehicles >= 25 MPH | : | 88.28%  |     |

5/4/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 5          | 38        |             |           | 14         | 32        |             |           |                 |           |
| 12:15          | 12         | 24        |             |           | 17         | 35        |             |           |                 |           |
| 12:30          | 4          | 33        |             |           | 8          | 25        |             |           |                 |           |
| 12:45          | 5          | 35        | 26          | 130       | 4          | 28        | 43          | 120       | 69              | 250       |
| 1:00           | 9          | 29        |             |           | 12         | 34        |             |           |                 |           |
| 1:15           | 2          | 40        |             |           | 18         | 30        |             |           |                 |           |
| 1:30           | 5          | 35        |             |           | 7          | 31        |             |           |                 |           |
| 1:45           | 6          | 27        | 22          | 131       | 13         | 26        | 50          | 121       | 72              | 252       |
| 2:00           | 6          | 32        |             |           | 21         | 35        |             |           |                 |           |
| 2:15           | 5          | 34        |             |           | 22         | 29        |             |           |                 |           |
| 2:30           | 9          | 46        |             |           | 23         | 38        |             |           |                 |           |
| 2:45           | 2          | 40        | 22          | 152       | 21         | 58        | 87          | 160       | 109             | 312       |
| 3:00           | 10         | 31        |             |           | 20         | 40        |             |           |                 |           |
| 3:15           | 15         | 33        |             |           | 16         | 52        |             |           |                 |           |
| 3:30           | 14         | 36        |             |           | 12         | 49        |             |           |                 |           |
| 3:45           | 16         | 33        | 55          | 133       | 19         | 58        | 67          | 199       | 122             | 332       |
| 4:00           | 18         | 40        |             |           | 20         | 53        |             |           |                 |           |
| 4:15           | 36         | 33        |             |           | 20         | 77        |             |           |                 |           |
| 4:30           | 36         | 39        |             |           | 21         | 77        |             |           |                 |           |
| 4:45           | 45         | 38        | 135         | 150       | 27         | 82        | 88          | 289       | 223             | 439       |
| 5:00           | 56         | 41        |             |           | 29         | 73        |             |           |                 |           |
| 5:15           | 87         | 39        |             |           | 38         | 79        |             |           |                 |           |
| 5:30           | 81         | 22        |             |           | 58         | 90        |             |           |                 |           |
| 5:45           | 81         | 18        | 305         | 120       | 60         | 83        | 185         | 325       | 490             | 445       |
| 6:00           | 108        | 21        |             |           | 39         | 62        |             |           |                 |           |
| 6:15           | 85         | 22        |             |           | 33         | 63        |             |           |                 |           |
| 6:30           | 95         | 21        |             |           | 44         | 43        |             |           |                 |           |
| 6:45           | 75         | 18        | 363         | 82        | 43         | 38        | 159         | 206       | 522             | 288       |
| 7:00           | 74         | 17        |             |           | 36         | 42        |             |           |                 |           |
| 7:15           | 62         | 21        |             |           | 34         | 29        |             |           |                 |           |
| 7:30           | 61         | 12        |             |           | 42         | 16        |             |           |                 |           |
| 7:45           | 40         | 15        | 237         | 65        | 35         | 31        | 147         | 118       | 384             | 183       |
| 8:00           | 44         | 15        |             |           | 35         | 34        |             |           |                 |           |
| 8:15           | 47         | 15        |             |           | 26         | 18        |             |           |                 |           |
| 8:30           | 42         | 14        |             |           | 19         | 35        |             |           |                 |           |
| 8:45           | 41         | 11        | 174         | 55        | 29         | 21        | 109         | 108       | 283             | 163       |
| 9:00           | 35         | 6         |             |           | 27         | 28        |             |           |                 |           |
| 9:15           | 25         | 18        |             |           | 25         | 19        |             |           |                 |           |
| 9:30           | 32         | 18        |             |           | 34         | 17        |             |           |                 |           |
| 9:45           | 41         | 4         | 133         | 46        | 26         | 29        | 112         | 93        | 245             | 139       |
| 10:00          | 34         | 8         |             |           | 17         | 20        |             |           |                 |           |
| 10:15          | 44         | 26        |             |           | 28         | 14        |             |           |                 |           |
| 10:30          | 39         | 9         |             |           | 20         | 15        |             |           |                 |           |
| 10:45          | 32         | 10        | 149         | 53        | 35         | 8         | 100         | 57        | 249             | 110       |
| 11:00          | 27         | 7         |             |           | 34         | 11        |             |           |                 |           |
| 11:15          | 46         | 11        |             |           | 39         | 16        |             |           |                 |           |
| 11:30          | 31         | 7         |             |           | 45         | 13        |             |           |                 |           |
| 11:45          | 44         | 9         | 148         | 34        | 40         | 7         | 158         | 47        | 306             | 81        |
| Total          | 1769       | 1151      | 1769        | 1151      | 1305       | 1843      | 1305        | 1843      | 3074            | 2994      |
| Combined Total | 2920       |           | 2920        |           | 3148       |           | 3148        |           | 6068            |           |
| AM Peak        | 5:45 AM    |           |             |           | 5:15 AM    |           |             |           |                 |           |
| Vol.           | 369        |           |             |           | 195        |           |             |           |                 |           |
| P.H.F.         | 0.854      |           |             |           | 0.813      |           |             |           |                 |           |
| PM Peak        | 4:30 PM    |           |             |           | 5:00 PM    |           |             |           |                 |           |
| Vol.           | 157        |           |             |           | 325        |           |             |           |                 |           |
| P.H.F.         | 0.957      |           |             |           | 0.903      |           |             |           |                 |           |
| Percentage     | 60.6%      | 39.4%     |             |           | 41.5%      | 58.5%     |             |           |                 |           |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #: 11-7199-002n

Date: 5/5/2011

THURSDAY

North Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 1     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 3     |
| 12:15 AM   | 0    | 0     | 1     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 12:30 AM   | 0    | 0     | 1     | 1     | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 12:45 AM   | 0    | 0     | 0     | 0     | 2     | 1     | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 6     |
| Hour Total | 0    | 0     | 3     | 3     | 3     | 5     | 5     | 1     | 0     | 0     | 0     | 0     | 0       | 20    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 2     | 2     | 2     | 6     | 1     | 0     | 0     | 0     | 0       | 13    |
| 1:15 AM    | 0    | 0     | 1     | 2     | 1     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 6     |
| 1:30 AM    | 0    | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 1     |
| 1:45 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| Hour Total | 0    | 0     | 1     | 2     | 4     | 3     | 4     | 7     | 1     | 0     | 0     | 0     | 0       | 22    |
| 2:00 AM    | 0    | 0     | 0     | 1     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 3     |
| 2:15 AM    | 0    | 0     | 0     | 0     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 2:30 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 4     |
| 2:45 AM    | 0    | 0     | 0     | 1     | 2     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 8     |
| Hour Total | 0    | 0     | 0     | 2     | 4     | 5     | 5     | 1     | 0     | 0     | 0     | 0     | 0       | 17    |
| 3:00 AM    | 0    | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 1     |
| 3:15 AM    | 0    | 0     | 0     | 1     | 1     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| 3:30 AM    | 0    | 0     | 0     | 0     | 3     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 3:45 AM    | 0    | 0     | 1     | 1     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| Hour Total | 0    | 0     | 1     | 2     | 7     | 2     | 4     | 0     | 0     | 0     | 0     | 0     | 0       | 16    |
| 4:00 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 1     | 2     | 1     | 0     | 0     | 0     | 0       | 5     |
| 4:15 AM    | 0    | 0     | 0     | 2     | 3     | 2     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 9     |
| 4:30 AM    | 0    | 0     | 0     | 0     | 2     | 1     | 1     | 2     | 0     | 0     | 0     | 0     | 0       | 6     |
| 4:45 AM    | 0    | 0     | 0     | 0     | 2     | 7     | 3     | 3     | 2     | 1     | 0     | 0     | 0       | 18    |
| Hour Total | 0    | 0     | 0     | 2     | 7     | 11    | 6     | 8     | 3     | 1     | 0     | 0     | 0       | 38    |
| 5:00 AM    | 0    | 0     | 0     | 1     | 4     | 4     | 3     | 1     | 1     | 0     | 0     | 0     | 0       | 14    |
| 5:15 AM    | 0    | 0     | 0     | 0     | 2     | 6     | 3     | 1     | 0     | 0     | 0     | 0     | 0       | 12    |
| 5:30 AM    | 0    | 0     | 0     | 5     | 2     | 2     | 4     | 3     | 1     | 0     | 0     | 0     | 0       | 17    |
| 5:45 AM    | 0    | 0     | 0     | 2     | 1     | 7     | 3     | 6     | 1     | 0     | 0     | 0     | 0       | 20    |
| Hour Total | 0    | 0     | 0     | 8     | 9     | 19    | 13    | 11    | 3     | 0     | 0     | 0     | 0       | 63    |
| 6:00 AM    | 0    | 0     | 0     | 0     | 1     | 4     | 9     | 3     | 0     | 0     | 0     | 0     | 0       | 17    |
| 6:15 AM    | 0    | 0     | 2     | 2     | 5     | 3     | 8     | 5     | 0     | 0     | 0     | 0     | 0       | 25    |
| 6:30 AM    | 0    | 0     | 0     | 2     | 3     | 5     | 6     | 5     | 0     | 0     | 0     | 0     | 0       | 21    |
| 6:45 AM    | 0    | 0     | 0     | 2     | 5     | 8     | 7     | 3     | 1     | 0     | 0     | 0     | 0       | 26    |
| Hour Total | 0    | 0     | 2     | 6     | 14    | 20    | 30    | 16    | 1     | 0     | 0     | 0     | 0       | 89    |
| 7:00 AM    | 0    | 0     | 0     | 2     | 3     | 2     | 6     | 1     | 2     | 0     | 0     | 0     | 0       | 16    |
| 7:15 AM    | 0    | 0     | 0     | 0     | 1     | 10    | 12    | 2     | 0     | 0     | 0     | 0     | 0       | 25    |
| 7:30 AM    | 0    | 0     | 0     | 1     | 2     | 7     | 6     | 3     | 1     | 0     | 0     | 0     | 0       | 20    |
| 7:45 AM    | 0    | 0     | 0     | 1     | 4     | 4     | 7     | 7     | 3     | 0     | 0     | 0     | 0       | 26    |
| Hour Total | 0    | 0     | 0     | 4     | 10    | 23    | 31    | 13    | 6     | 0     | 0     | 0     | 0       | 87    |

|            |   |   |   |   |    |    |    |    |    |   |   |   |   |     |
|------------|---|---|---|---|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 2 | 4  | 8  | 4  | 1  | 0  | 0 | 0 | 0 | 0 | 19  |
| 8:15 AM    | 0 | 0 | 0 | 2 | 4  | 10 | 7  | 1  | 0  | 0 | 0 | 0 | 0 | 24  |
| 8:30 AM    | 0 | 0 | 0 | 3 | 1  | 2  | 2  | 4  | 1  | 1 | 0 | 0 | 0 | 14  |
| 8:45 AM    | 0 | 0 | 0 | 0 | 5  | 5  | 6  | 4  | 0  | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 0 | 0 | 0 | 7 | 14 | 25 | 19 | 10 | 1  | 1 | 0 | 0 | 0 | 77  |
| 9:00 AM    | 0 | 0 | 0 | 1 | 6  | 4  | 1  | 1  | 2  | 0 | 0 | 0 | 0 | 15  |
| 9:15 AM    | 0 | 0 | 0 | 1 | 4  | 2  | 5  | 2  | 0  | 0 | 0 | 0 | 0 | 14  |
| 9:30 AM    | 0 | 0 | 1 | 1 | 1  | 9  | 5  | 1  | 1  | 0 | 0 | 0 | 0 | 19  |
| 9:45 AM    | 0 | 0 | 0 | 1 | 6  | 6  | 6  | 2  | 1  | 1 | 0 | 0 | 0 | 23  |
| Hour Total | 0 | 0 | 1 | 4 | 17 | 21 | 17 | 6  | 4  | 1 | 0 | 0 | 0 | 71  |
| 10:00 AM   | 0 | 0 | 0 | 0 | 3  | 6  | 3  | 0  | 0  | 0 | 0 | 0 | 0 | 12  |
| 10:15 AM   | 0 | 0 | 0 | 2 | 2  | 6  | 2  | 4  | 1  | 0 | 0 | 0 | 0 | 17  |
| 10:30 AM   | 0 | 0 | 0 | 0 | 5  | 9  | 11 | 4  | 0  | 1 | 0 | 0 | 0 | 30  |
| 10:45 AM   | 0 | 0 | 0 | 0 | 1  | 4  | 5  | 1  | 2  | 0 | 0 | 0 | 0 | 13  |
| Hour Total | 0 | 0 | 0 | 2 | 11 | 25 | 21 | 9  | 3  | 1 | 0 | 0 | 0 | 72  |
| 11:00 AM   | 0 | 0 | 0 | 3 | 2  | 5  | 6  | 4  | 0  | 0 | 0 | 0 | 0 | 20  |
| 11:15 AM   | 0 | 0 | 0 | 1 | 1  | 4  | 3  | 1  | 0  | 0 | 0 | 0 | 0 | 10  |
| 11:30 AM   | 0 | 0 | 0 | 0 | 3  | 7  | 3  | 6  | 1  | 0 | 0 | 0 | 0 | 20  |
| 11:45 AM   | 0 | 0 | 0 | 0 | 2  | 2  | 5  | 1  | 1  | 0 | 0 | 0 | 0 | 11  |
| Hour Total | 0 | 0 | 0 | 4 | 8  | 18 | 17 | 12 | 2  | 0 | 0 | 0 | 0 | 61  |
| 12:00 PM   | 0 | 0 | 1 | 1 | 0  | 9  | 7  | 4  | 1  | 0 | 0 | 0 | 0 | 23  |
| 12:15 PM   | 0 | 0 | 1 | 0 | 2  | 4  | 8  | 3  | 0  | 0 | 0 | 0 | 0 | 18  |
| 12:30 PM   | 0 | 0 | 0 | 0 | 3  | 5  | 5  | 5  | 3  | 0 | 0 | 0 | 0 | 21  |
| 12:45 PM   | 0 | 0 | 0 | 0 | 4  | 7  | 2  | 3  | 0  | 0 | 0 | 0 | 0 | 16  |
| Hour Total | 0 | 0 | 2 | 1 | 9  | 25 | 22 | 15 | 4  | 0 | 0 | 0 | 0 | 78  |
| 1:00 PM    | 0 | 0 | 0 | 0 | 4  | 7  | 8  | 8  | 0  | 0 | 0 | 0 | 0 | 27  |
| 1:15 PM    | 0 | 0 | 0 | 1 | 2  | 10 | 12 | 2  | 3  | 1 | 0 | 0 | 0 | 31  |
| 1:30 PM    | 0 | 0 | 0 | 0 | 3  | 7  | 14 | 10 | 1  | 2 | 0 | 0 | 0 | 37  |
| 1:45 PM    | 0 | 0 | 0 | 0 | 3  | 5  | 7  | 4  | 1  | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 0 | 0 | 0 | 1 | 12 | 29 | 41 | 24 | 5  | 3 | 0 | 0 | 0 | 115 |
| 2:00 PM    | 0 | 0 | 1 | 0 | 5  | 6  | 6  | 4  | 0  | 0 | 0 | 0 | 0 | 22  |
| 2:15 PM    | 0 | 0 | 0 | 0 | 4  | 7  | 7  | 5  | 1  | 0 | 0 | 0 | 0 | 24  |
| 2:30 PM    | 0 | 0 | 0 | 0 | 1  | 8  | 9  | 11 | 1  | 3 | 1 | 0 | 0 | 34  |
| 2:45 PM    | 0 | 0 | 0 | 0 | 3  | 5  | 5  | 4  | 4  | 0 | 0 | 0 | 0 | 21  |
| Hour Total | 0 | 0 | 1 | 0 | 13 | 26 | 27 | 24 | 6  | 3 | 1 | 0 | 0 | 101 |
| 3:00 PM    | 0 | 0 | 0 | 3 | 1  | 10 | 9  | 8  | 4  | 0 | 0 | 0 | 0 | 35  |
| 3:15 PM    | 0 | 0 | 0 | 0 | 4  | 7  | 11 | 8  | 4  | 0 | 0 | 0 | 0 | 34  |
| 3:30 PM    | 0 | 0 | 0 | 0 | 2  | 9  | 16 | 18 | 1  | 0 | 0 | 0 | 0 | 46  |
| 3:45 PM    | 0 | 0 | 0 | 1 | 5  | 3  | 15 | 7  | 6  | 0 | 1 | 0 | 0 | 38  |
| Hour Total | 0 | 0 | 0 | 4 | 12 | 29 | 51 | 41 | 15 | 0 | 1 | 0 | 0 | 153 |

|            |   |   |    |    |     |     |     |     |     |    |   |   |   |      |
|------------|---|---|----|----|-----|-----|-----|-----|-----|----|---|---|---|------|
| 4:00 PM    | 0 | 0 | 0  | 0  | 10  | 7   | 12  | 8   | 6   | 1  | 0 | 0 | 0 | 44   |
| 4:15 PM    | 0 | 0 | 0  | 1  | 4   | 2   | 13  | 14  | 5   | 0  | 0 | 0 | 0 | 39   |
| 4:30 PM    | 0 | 0 | 0  | 0  | 0   | 3   | 13  | 13  | 2   | 2  | 0 | 0 | 0 | 33   |
| 4:45 PM    | 0 | 0 | 1  | 1  | 0   | 3   | 9   | 16  | 4   | 0  | 0 | 0 | 0 | 34   |
| Hour Total | 0 | 0 | 1  | 2  | 14  | 15  | 47  | 51  | 17  | 3  | 0 | 0 | 0 | 150  |
| 5:00 PM    | 0 | 0 | 0  | 1  | 2   | 2   | 13  | 12  | 8   | 1  | 0 | 0 | 0 | 39   |
| 5:15 PM    | 0 | 0 | 0  | 0  | 1   | 3   | 9   | 13  | 11  | 0  | 0 | 0 | 0 | 37   |
| 5:30 PM    | 0 | 0 | 0  | 0  | 0   | 3   | 14  | 12  | 10  | 1  | 0 | 0 | 0 | 40   |
| 5:45 PM    | 0 | 0 | 0  | 0  | 1   | 7   | 9   | 10  | 5   | 1  | 0 | 0 | 0 | 33   |
| Hour Total | 0 | 0 | 0  | 1  | 4   | 15  | 45  | 47  | 34  | 3  | 0 | 0 | 0 | 149  |
| 6:00 PM    | 0 | 0 | 0  | 0  | 2   | 4   | 6   | 11  | 3   | 1  | 0 | 0 | 0 | 27   |
| 6:15 PM    | 0 | 0 | 0  | 0  | 1   | 3   | 6   | 5   | 2   | 0  | 0 | 0 | 0 | 17   |
| 6:30 PM    | 0 | 0 | 0  | 0  | 0   | 2   | 4   | 5   | 4   | 1  | 0 | 0 | 0 | 16   |
| 6:45 PM    | 0 | 0 | 0  | 0  | 0   | 3   | 6   | 2   | 1   | 1  | 0 | 0 | 0 | 13   |
| Hour Total | 0 | 0 | 0  | 0  | 3   | 12  | 22  | 23  | 10  | 3  | 0 | 0 | 0 | 73   |
| 7:00 PM    | 0 | 0 | 0  | 0  | 0   | 7   | 7   | 4   | 2   | 0  | 0 | 0 | 0 | 20   |
| 7:15 PM    | 0 | 0 | 0  | 0  | 0   | 0   | 3   | 6   | 0   | 0  | 1 | 0 | 0 | 10   |
| 7:30 PM    | 0 | 1 | 0  | 1  | 3   | 3   | 1   | 3   | 2   | 0  | 0 | 0 | 0 | 14   |
| 7:45 PM    | 0 | 0 | 0  | 0  | 0   | 0   | 3   | 2   | 1   | 0  | 0 | 0 | 0 | 6    |
| Hour Total | 0 | 1 | 0  | 1  | 3   | 10  | 14  | 15  | 5   | 0  | 1 | 0 | 0 | 50   |
| 8:00 PM    | 0 | 0 | 0  | 0  | 0   | 1   | 3   | 2   | 1   | 1  | 0 | 0 | 0 | 8    |
| 8:15 PM    | 0 | 0 | 0  | 0  | 2   | 5   | 8   | 1   | 0   | 0  | 0 | 0 | 0 | 16   |
| 8:30 PM    | 0 | 0 | 1  | 0  | 2   | 4   | 3   | 1   | 0   | 0  | 0 | 0 | 0 | 11   |
| 8:45 PM    | 0 | 0 | 1  | 0  | 1   | 1   | 2   | 3   | 0   | 0  | 0 | 0 | 0 | 8    |
| Hour Total | 0 | 0 | 2  | 0  | 5   | 11  | 16  | 7   | 1   | 1  | 0 | 0 | 0 | 43   |
| 9:00 PM    | 0 | 1 | 0  | 1  | 0   | 1   | 3   | 3   | 0   | 0  | 0 | 0 | 0 | 9    |
| 9:15 PM    | 0 | 0 | 0  | 1  | 0   | 1   | 3   | 1   | 1   | 0  | 0 | 0 | 0 | 7    |
| 9:30 PM    | 0 | 0 | 0  | 0  | 1   | 4   | 4   | 1   | 0   | 0  | 0 | 0 | 0 | 10   |
| 9:45 PM    | 0 | 0 | 0  | 1  | 3   | 5   | 2   | 1   | 0   | 0  | 0 | 0 | 0 | 12   |
| Hour Total | 0 | 1 | 0  | 3  | 4   | 11  | 12  | 6   | 1   | 0  | 0 | 0 | 0 | 38   |
| 10:00 PM   | 0 | 1 | 0  | 1  | 2   | 3   | 6   | 1   | 0   | 1  | 1 | 0 | 0 | 16   |
| 10:15 PM   | 0 | 0 | 0  | 0  | 0   | 2   | 1   | 1   | 0   | 0  | 0 | 0 | 0 | 4    |
| 10:30 PM   | 0 | 0 | 0  | 1  | 2   | 1   | 3   | 1   | 0   | 0  | 0 | 0 | 0 | 8    |
| 10:45 PM   | 0 | 0 | 0  | 1  | 1   | 0   | 1   | 0   | 0   | 0  | 0 | 0 | 0 | 3    |
| Hour Total | 0 | 1 | 0  | 3  | 5   | 6   | 11  | 3   | 0   | 1  | 1 | 0 | 0 | 31   |
| 11:00 PM   | 0 | 0 | 0  | 1  | 0   | 3   | 2   | 1   | 0   | 0  | 0 | 0 | 0 | 7    |
| 11:15 PM   | 0 | 0 | 0  | 0  | 0   | 0   | 2   | 2   | 0   | 0  | 0 | 0 | 0 | 4    |
| 11:30 PM   | 0 | 0 | 1  | 1  | 0   | 2   | 0   | 1   | 0   | 0  | 0 | 0 | 0 | 5    |
| 11:45 PM   | 0 | 0 | 0  | 0  | 3   | 0   | 1   | 0   | 1   | 0  | 0 | 0 | 0 | 5    |
| Hour Total | 0 | 0 | 1  | 2  | 3   | 5   | 5   | 4   | 1   | 0  | 0 | 0 | 0 | 21   |
| Totals     | 0 | 3 | 15 | 64 | 195 | 371 | 485 | 354 | 123 | 21 | 4 | 0 | 0 | 1635 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Inside lanes only)

Tracy

Project #: 11-7199-002n

Date: 5/5/2011

North Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 34      | MPH |
| Median Speed (50th percentile)   | : | 42      | MPH |
| Average Speed - All Vehicles     | : | 41      | MPH |
| 85th Percentile Speed            | : | 49      | MPH |
| 95th Percentile Speed            | : | 53      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 856     |     |
| Percentage of Vehicles in Pace   | : | 52.35%  |     |
| Number of Vehicles >= 25 MPH     | : | 1617    |     |
| Percentage of Vehicles >= 25 MPH | : | 98.90%  |     |



Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

THURSDAY

South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 1     | 2     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 10    |
| 12:15 AM   | 0    | 1     | 0     | 2     | 3     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 9     |
| 12:30 AM   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 0     |
| 12:45 AM   | 0    | 0     | 1     | 2     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| Hour Total | 0    | 1     | 1     | 5     | 6     | 9     | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 25    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 1     | 0     | 0     | 0       | 2     |
| 1:15 AM    | 0    | 0     | 0     | 1     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| 1:30 AM    | 0    | 0     | 0     | 0     | 3     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 1:45 AM    | 0    | 0     | 0     | 1     | 0     | 1     | 0     | 2     | 0     | 0     | 0     | 0     | 0       | 4     |
| Hour Total | 0    | 0     | 0     | 2     | 4     | 6     | 1     | 2     | 0     | 1     | 0     | 0     | 0       | 16    |
| 2:00 AM    | 0    | 0     | 0     | 1     | 3     | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 9     |
| 2:15 AM    | 0    | 0     | 1     | 1     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| 2:30 AM    | 0    | 1     | 1     | 1     | 1     | 3     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 10    |
| 2:45 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 3     |
| Hour Total | 0    | 1     | 2     | 3     | 5     | 6     | 9     | 0     | 0     | 0     | 0     | 0     | 0       | 26    |
| 3:00 AM    | 0    | 0     | 1     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 3:15 AM    | 0    | 0     | 2     | 3     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 8     |
| 3:30 AM    | 0    | 0     | 0     | 0     | 0     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 3:45 AM    | 0    | 1     | 2     | 2     | 0     | 2     | 3     | 3     | 0     | 0     | 0     | 0     | 0       | 13    |
| Hour Total | 0    | 1     | 5     | 5     | 1     | 7     | 6     | 3     | 0     | 0     | 0     | 0     | 0       | 28    |
| 4:00 AM    | 0    | 0     | 3     | 2     | 3     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 14    |
| 4:15 AM    | 0    | 0     | 1     | 2     | 3     | 2     | 3     | 5     | 2     | 0     | 0     | 0     | 0       | 18    |
| 4:30 AM    | 0    | 0     | 1     | 1     | 2     | 7     | 6     | 4     | 1     | 1     | 0     | 0     | 0       | 23    |
| 4:45 AM    | 0    | 1     | 0     | 4     | 3     | 4     | 11    | 4     | 1     | 1     | 0     | 1     | 0       | 30    |
| Hour Total | 0    | 1     | 5     | 9     | 11    | 17    | 22    | 13    | 4     | 2     | 0     | 1     | 0       | 85    |
| 5:00 AM    | 0    | 0     | 1     | 1     | 0     | 3     | 9     | 8     | 3     | 1     | 0     | 0     | 0       | 26    |
| 5:15 AM    | 0    | 0     | 1     | 0     | 1     | 5     | 17    | 7     | 7     | 1     | 0     | 0     | 0       | 39    |
| 5:30 AM    | 0    | 0     | 0     | 0     | 6     | 9     | 26    | 11    | 3     | 2     | 0     | 1     | 0       | 58    |
| 5:45 AM    | 0    | 0     | 1     | 4     | 7     | 10    | 25    | 17    | 7     | 5     | 0     | 0     | 0       | 76    |
| Hour Total | 0    | 0     | 3     | 5     | 14    | 27    | 77    | 43    | 20    | 9     | 0     | 1     | 0       | 199   |
| 6:00 AM    | 0    | 0     | 2     | 0     | 4     | 9     | 32    | 12    | 11    | 5     | 0     | 0     | 0       | 75    |
| 6:15 AM    | 0    | 0     | 2     | 7     | 5     | 15    | 48    | 22    | 9     | 4     | 0     | 0     | 0       | 112   |
| 6:30 AM    | 0    | 0     | 5     | 0     | 1     | 21    | 42    | 26    | 18    | 6     | 1     | 0     | 0       | 120   |
| 6:45 AM    | 0    | 0     | 3     | 4     | 4     | 10    | 33    | 22    | 14    | 2     | 0     | 0     | 0       | 92    |
| Hour Total | 0    | 0     | 12    | 11    | 14    | 55    | 155   | 82    | 52    | 17    | 1     | 0     | 0       | 399   |
| 7:00 AM    | 0    | 0     | 1     | 8     | 5     | 9     | 38    | 17    | 12    | 6     | 1     | 0     | 0       | 97    |
| 7:15 AM    | 0    | 0     | 0     | 2     | 4     | 8     | 34    | 16    | 9     | 1     | 0     | 0     | 0       | 74    |
| 7:30 AM    | 0    | 0     | 3     | 4     | 4     | 10    | 23    | 23    | 10    | 3     | 1     | 0     | 0       | 81    |
| 7:45 AM    | 0    | 0     | 0     | 4     | 3     | 9     | 21    | 8     | 6     | 3     | 0     | 0     | 0       | 54    |
| Hour Total | 0    | 0     | 4     | 18    | 16    | 36    | 116   | 64    | 37    | 13    | 2     | 0     | 0       | 306   |

|            |   |   |    |    |    |    |    |    |    |   |   |   |   |     |
|------------|---|---|----|----|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 0 | 4  | 0  | 7  | 5  | 7  | 6  | 4  | 0 | 2 | 0 | 0 | 35  |
| 8:15 AM    | 0 | 1 | 0  | 7  | 1  | 4  | 9  | 6  | 2  | 1 | 0 | 0 | 0 | 31  |
| 8:30 AM    | 0 | 1 | 2  | 3  | 8  | 7  | 7  | 6  | 2  | 0 | 1 | 0 | 0 | 37  |
| 8:45 AM    | 0 | 1 | 1  | 1  | 2  | 4  | 9  | 3  | 2  | 0 | 0 | 0 | 0 | 23  |
| Hour Total | 0 | 3 | 7  | 11 | 18 | 20 | 32 | 21 | 10 | 1 | 3 | 0 | 0 | 126 |
| 9:00 AM    | 0 | 0 | 1  | 3  | 3  | 0  | 2  | 7  | 0  | 0 | 1 | 0 | 0 | 17  |
| 9:15 AM    | 0 | 0 | 2  | 6  | 6  | 3  | 10 | 5  | 1  | 0 | 0 | 0 | 0 | 33  |
| 9:30 AM    | 0 | 0 | 1  | 1  | 4  | 9  | 6  | 2  | 2  | 1 | 0 | 0 | 0 | 26  |
| 9:45 AM    | 0 | 0 | 3  | 1  | 2  | 3  | 7  | 1  | 1  | 0 | 0 | 0 | 0 | 18  |
| Hour Total | 0 | 0 | 7  | 11 | 15 | 15 | 25 | 15 | 4  | 1 | 1 | 0 | 0 | 94  |
| 10:00 AM   | 0 | 0 | 3  | 3  | 13 | 7  | 5  | 3  | 2  | 0 | 0 | 0 | 0 | 36  |
| 10:15 AM   | 0 | 0 | 2  | 4  | 3  | 3  | 2  | 3  | 0  | 0 | 0 | 0 | 0 | 17  |
| 10:30 AM   | 0 | 0 | 1  | 1  | 3  | 8  | 3  | 3  | 0  | 1 | 0 | 0 | 0 | 20  |
| 10:45 AM   | 0 | 0 | 4  | 6  | 3  | 2  | 5  | 3  | 1  | 0 | 0 | 0 | 0 | 24  |
| Hour Total | 0 | 0 | 10 | 14 | 22 | 20 | 15 | 12 | 3  | 1 | 0 | 0 | 0 | 97  |
| 11:00 AM   | 0 | 0 | 1  | 3  | 3  | 1  | 7  | 4  | 3  | 0 | 0 | 0 | 0 | 22  |
| 11:15 AM   | 0 | 0 | 0  | 3  | 4  | 8  | 8  | 4  | 1  | 1 | 0 | 0 | 0 | 29  |
| 11:30 AM   | 0 | 0 | 4  | 1  | 6  | 6  | 5  | 4  | 1  | 1 | 0 | 0 | 0 | 28  |
| 11:45 AM   | 0 | 1 | 1  | 3  | 3  | 2  | 5  | 0  | 0  | 0 | 0 | 0 | 0 | 15  |
| Hour Total | 0 | 1 | 6  | 10 | 16 | 17 | 25 | 12 | 5  | 2 | 0 | 0 | 0 | 94  |
| 12:00 PM   | 0 | 0 | 1  | 3  | 7  | 5  | 8  | 5  | 1  | 0 | 0 | 0 | 0 | 30  |
| 12:15 PM   | 0 | 1 | 3  | 6  | 4  | 9  | 5  | 2  | 1  | 0 | 0 | 0 | 0 | 31  |
| 12:30 PM   | 0 | 1 | 1  | 5  | 8  | 2  | 6  | 4  | 0  | 0 | 0 | 0 | 0 | 27  |
| 12:45 PM   | 0 | 1 | 0  | 2  | 5  | 6  | 7  | 4  | 2  | 0 | 0 | 0 | 0 | 27  |
| Hour Total | 0 | 3 | 5  | 16 | 24 | 22 | 26 | 15 | 4  | 0 | 0 | 0 | 0 | 115 |
| 1:00 PM    | 0 | 0 | 2  | 3  | 3  | 2  | 8  | 4  | 1  | 1 | 1 | 0 | 0 | 25  |
| 1:15 PM    | 0 | 0 | 5  | 3  | 6  | 8  | 4  | 2  | 0  | 0 | 0 | 0 | 0 | 28  |
| 1:30 PM    | 0 | 0 | 1  | 3  | 6  | 10 | 3  | 4  | 0  | 0 | 0 | 0 | 0 | 27  |
| 1:45 PM    | 0 | 0 | 3  | 3  | 2  | 3  | 4  | 3  | 1  | 0 | 0 | 0 | 0 | 19  |
| Hour Total | 0 | 0 | 11 | 12 | 17 | 23 | 19 | 13 | 2  | 1 | 1 | 0 | 0 | 99  |
| 2:00 PM    | 0 | 0 | 1  | 2  | 8  | 10 | 5  | 0  | 0  | 0 | 0 | 0 | 0 | 26  |
| 2:15 PM    | 0 | 1 | 3  | 1  | 4  | 7  | 4  | 3  | 1  | 1 | 0 | 0 | 0 | 25  |
| 2:30 PM    | 0 | 0 | 2  | 5  | 11 | 13 | 1  | 4  | 2  | 0 | 0 | 0 | 0 | 38  |
| 2:45 PM    | 1 | 1 | 1  | 1  | 1  | 10 | 6  | 1  | 0  | 0 | 0 | 0 | 0 | 22  |
| Hour Total | 1 | 2 | 7  | 9  | 24 | 40 | 16 | 8  | 3  | 1 | 0 | 0 | 0 | 111 |
| 3:00 PM    | 0 | 0 | 1  | 2  | 6  | 16 | 2  | 2  | 2  | 1 | 0 | 0 | 0 | 32  |
| 3:15 PM    | 0 | 0 | 2  | 3  | 5  | 7  | 6  | 3  | 0  | 0 | 0 | 0 | 0 | 26  |
| 3:30 PM    | 0 | 0 | 1  | 0  | 6  | 10 | 13 | 5  | 1  | 0 | 0 | 0 | 0 | 36  |
| 3:45 PM    | 1 | 1 | 4  | 0  | 3  | 3  | 6  | 4  | 3  | 0 | 0 | 0 | 0 | 25  |
| Hour Total | 1 | 1 | 8  | 5  | 20 | 36 | 27 | 14 | 6  | 1 | 0 | 0 | 0 | 119 |

|            |   |    |     |     |     |     |     |     |     |    |   |   |   |      |
|------------|---|----|-----|-----|-----|-----|-----|-----|-----|----|---|---|---|------|
| 4:00 PM    | 0 | 0  | 5   | 2   | 3   | 7   | 7   | 5   | 1   | 1  | 0 | 0 | 0 | 31   |
| 4:15 PM    | 0 | 1  | 3   | 1   | 5   | 9   | 9   | 3   | 1   | 0  | 0 | 0 | 0 | 32   |
| 4:30 PM    | 0 | 0  | 5   | 2   | 3   | 13  | 10  | 5   | 1   | 0  | 1 | 0 | 0 | 40   |
| 4:45 PM    | 0 | 0  | 2   | 0   | 2   | 9   | 7   | 1   | 1   | 0  | 0 | 0 | 0 | 22   |
| Hour Total | 0 | 1  | 15  | 5   | 13  | 38  | 33  | 14  | 4   | 1  | 1 | 0 | 0 | 125  |
| 5:00 PM    | 0 | 0  | 5   | 2   | 3   | 9   | 6   | 1   | 2   | 0  | 0 | 0 | 0 | 28   |
| 5:15 PM    | 0 | 0  | 1   | 0   | 4   | 7   | 9   | 7   | 1   | 0  | 0 | 0 | 0 | 29   |
| 5:30 PM    | 0 | 1  | 0   | 0   | 3   | 11  | 9   | 2   | 0   | 0  | 0 | 0 | 0 | 26   |
| 5:45 PM    | 0 | 1  | 2   | 1   | 2   | 2   | 3   | 5   | 0   | 1  | 0 | 0 | 0 | 17   |
| Hour Total | 0 | 2  | 8   | 3   | 12  | 29  | 27  | 15  | 3   | 1  | 0 | 0 | 0 | 100  |
| 6:00 PM    | 0 | 1  | 1   | 3   | 0   | 3   | 4   | 3   | 1   | 0  | 0 | 0 | 0 | 16   |
| 6:15 PM    | 0 | 0  | 0   | 1   | 4   | 3   | 6   | 5   | 1   | 0  | 0 | 0 | 0 | 20   |
| 6:30 PM    | 0 | 0  | 0   | 0   | 1   | 3   | 3   | 5   | 1   | 0  | 0 | 0 | 0 | 13   |
| 6:45 PM    | 0 | 0  | 0   | 1   | 4   | 4   | 3   | 3   | 0   | 0  | 0 | 0 | 0 | 15   |
| Hour Total | 0 | 1  | 1   | 5   | 9   | 13  | 16  | 16  | 3   | 0  | 0 | 0 | 0 | 64   |
| 7:00 PM    | 0 | 0  | 4   | 1   | 2   | 9   | 4   | 1   | 1   | 0  | 0 | 0 | 0 | 22   |
| 7:15 PM    | 0 | 0  | 1   | 0   | 4   | 9   | 7   | 1   | 0   | 0  | 0 | 0 | 0 | 22   |
| 7:30 PM    | 0 | 0  | 0   | 0   | 4   | 5   | 1   | 0   | 1   | 0  | 0 | 0 | 0 | 11   |
| 7:45 PM    | 0 | 0  | 0   | 0   | 0   | 2   | 1   | 4   | 0   | 1  | 0 | 0 | 0 | 8    |
| Hour Total | 0 | 0  | 5   | 1   | 10  | 25  | 13  | 6   | 2   | 1  | 0 | 0 | 0 | 63   |
| 8:00 PM    | 0 | 1  | 0   | 0   | 3   | 2   | 3   | 1   | 0   | 0  | 0 | 0 | 0 | 10   |
| 8:15 PM    | 0 | 1  | 0   | 2   | 1   | 0   | 1   | 3   | 0   | 0  | 0 | 0 | 0 | 8    |
| 8:30 PM    | 0 | 0  | 1   | 2   | 4   | 6   | 2   | 0   | 1   | 0  | 0 | 0 | 0 | 16   |
| 8:45 PM    | 0 | 0  | 0   | 0   | 1   | 2   | 3   | 2   | 0   | 0  | 0 | 0 | 0 | 8    |
| Hour Total | 0 | 2  | 1   | 4   | 9   | 10  | 9   | 6   | 1   | 0  | 0 | 0 | 0 | 42   |
| 9:00 PM    | 0 | 0  | 1   | 0   | 1   | 2   | 2   | 2   | 1   | 0  | 0 | 0 | 0 | 9    |
| 9:15 PM    | 0 | 0  | 0   | 0   | 1   | 0   | 1   | 1   | 2   | 0  | 0 | 0 | 0 | 5    |
| 9:30 PM    | 0 | 0  | 0   | 1   | 1   | 5   | 1   | 1   | 0   | 0  | 0 | 0 | 0 | 9    |
| 9:45 PM    | 0 | 0  | 0   | 0   | 2   | 0   | 0   | 3   | 1   | 0  | 0 | 0 | 0 | 6    |
| Hour Total | 0 | 0  | 1   | 1   | 5   | 7   | 4   | 7   | 4   | 0  | 0 | 0 | 0 | 29   |
| 10:00 PM   | 0 | 1  | 0   | 0   | 2   | 2   | 4   | 2   | 1   | 0  | 0 | 0 | 0 | 12   |
| 10:15 PM   | 0 | 0  | 1   | 3   | 3   | 3   | 2   | 1   | 1   | 0  | 0 | 0 | 0 | 14   |
| 10:30 PM   | 0 | 3  | 1   | 0   | 1   | 4   | 3   | 2   | 2   | 0  | 0 | 0 | 0 | 16   |
| 10:45 PM   | 0 | 0  | 0   | 1   | 4   | 4   | 3   | 0   | 1   | 0  | 0 | 0 | 0 | 13   |
| Hour Total | 0 | 4  | 2   | 4   | 10  | 13  | 12  | 5   | 5   | 0  | 0 | 0 | 0 | 55   |
| 11:00 PM   | 0 | 0  | 1   | 0   | 2   | 12  | 2   | 1   | 0   | 0  | 0 | 0 | 0 | 18   |
| 11:15 PM   | 0 | 0  | 0   | 2   | 2   | 2   | 3   | 0   | 0   | 0  | 0 | 0 | 0 | 9    |
| 11:30 PM   | 0 | 0  | 1   | 1   | 2   | 2   | 0   | 0   | 0   | 0  | 0 | 0 | 0 | 6    |
| 11:45 PM   | 0 | 0  | 0   | 1   | 2   | 2   | 1   | 1   | 0   | 0  | 0 | 0 | 0 | 7    |
| Hour Total | 0 | 0  | 2   | 4   | 8   | 18  | 6   | 2   | 0   | 0  | 0 | 0 | 0 | 40   |
| Totals     | 2 | 24 | 128 | 173 | 303 | 509 | 693 | 389 | 172 | 53 | 9 | 2 | 0 | 2457 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 31      | MPH |
| Median Speed (50th percentile)   | : | 41      | MPH |
| Average Speed - All Vehicles     | : | 40      | MPH |
| 85th Percentile Speed            | : | 48      | MPH |
| 95th Percentile Speed            | : | 53      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 1202    |     |
| Percentage of Vehicles in Pace   | : | 48.92%  |     |
| Number of Vehicles >= 25 MPH     | : | 2303    |     |
| Percentage of Vehicles >= 25 MPH | : | 93.73%  |     |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

THURSDAY

North Bound, South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 1     | 2     | 2     | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 13    |
| 12:15 AM   | 0    | 1     | 1     | 3     | 4     | 3     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 14    |
| 12:30 AM   | 0    | 0     | 1     | 1     | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 12:45 AM   | 0    | 0     | 1     | 2     | 3     | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0       | 12    |
| Hour Total | 0    | 1     | 4     | 8     | 9     | 14    | 7     | 2     | 0     | 0     | 0     | 0     | 0       | 45    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 2     | 3     | 2     | 6     | 1     | 1     | 0     | 0     | 0       | 15    |
| 1:15 AM    | 0    | 0     | 1     | 3     | 2     | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 10    |
| 1:30 AM    | 0    | 0     | 0     | 0     | 4     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 7     |
| 1:45 AM    | 0    | 0     | 0     | 1     | 0     | 1     | 2     | 2     | 0     | 0     | 0     | 0     | 0       | 6     |
| Hour Total | 0    | 0     | 1     | 4     | 8     | 9     | 5     | 9     | 1     | 1     | 0     | 0     | 0       | 38    |
| 2:00 AM    | 0    | 0     | 0     | 2     | 3     | 3     | 4     | 0     | 0     | 0     | 0     | 0     | 0       | 12    |
| 2:15 AM    | 0    | 0     | 1     | 1     | 2     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 2:30 AM    | 0    | 1     | 1     | 1     | 2     | 4     | 4     | 1     | 0     | 0     | 0     | 0     | 0       | 14    |
| 2:45 AM    | 0    | 0     | 0     | 1     | 2     | 4     | 4     | 0     | 0     | 0     | 0     | 0     | 0       | 11    |
| Hour Total | 0    | 1     | 2     | 5     | 9     | 11    | 14    | 1     | 0     | 0     | 0     | 0     | 0       | 43    |
| 3:00 AM    | 0    | 0     | 1     | 0     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 3     |
| 3:15 AM    | 0    | 0     | 2     | 4     | 2     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 12    |
| 3:30 AM    | 0    | 0     | 0     | 0     | 3     | 3     | 4     | 0     | 0     | 0     | 0     | 0     | 0       | 10    |
| 3:45 AM    | 0    | 1     | 3     | 3     | 2     | 4     | 3     | 3     | 0     | 0     | 0     | 0     | 0       | 19    |
| Hour Total | 0    | 1     | 6     | 7     | 8     | 9     | 10    | 3     | 0     | 0     | 0     | 0     | 0       | 44    |
| 4:00 AM    | 0    | 0     | 3     | 2     | 3     | 5     | 3     | 2     | 1     | 0     | 0     | 0     | 0       | 19    |
| 4:15 AM    | 0    | 0     | 1     | 4     | 6     | 4     | 4     | 6     | 2     | 0     | 0     | 0     | 0       | 27    |
| 4:30 AM    | 0    | 0     | 1     | 1     | 4     | 8     | 7     | 6     | 1     | 1     | 0     | 0     | 0       | 29    |
| 4:45 AM    | 0    | 1     | 0     | 4     | 5     | 11    | 14    | 7     | 3     | 2     | 0     | 1     | 0       | 48    |
| Hour Total | 0    | 1     | 5     | 11    | 18    | 28    | 28    | 21    | 7     | 3     | 0     | 1     | 0       | 123   |
| 5:00 AM    | 0    | 0     | 1     | 2     | 4     | 7     | 12    | 9     | 4     | 1     | 0     | 0     | 0       | 40    |
| 5:15 AM    | 0    | 0     | 1     | 0     | 3     | 11    | 20    | 8     | 7     | 1     | 0     | 0     | 0       | 51    |
| 5:30 AM    | 0    | 0     | 0     | 5     | 8     | 11    | 30    | 14    | 4     | 2     | 0     | 1     | 0       | 75    |
| 5:45 AM    | 0    | 0     | 1     | 6     | 8     | 17    | 28    | 23    | 8     | 5     | 0     | 0     | 0       | 96    |
| Hour Total | 0    | 0     | 3     | 13    | 23    | 46    | 90    | 54    | 23    | 9     | 0     | 1     | 0       | 262   |
| 6:00 AM    | 0    | 0     | 2     | 0     | 5     | 13    | 41    | 15    | 11    | 5     | 0     | 0     | 0       | 92    |
| 6:15 AM    | 0    | 0     | 4     | 9     | 10    | 18    | 56    | 27    | 9     | 4     | 0     | 0     | 0       | 137   |
| 6:30 AM    | 0    | 0     | 5     | 2     | 4     | 26    | 48    | 31    | 18    | 6     | 1     | 0     | 0       | 141   |
| 6:45 AM    | 0    | 0     | 3     | 6     | 9     | 18    | 40    | 25    | 15    | 2     | 0     | 0     | 0       | 118   |
| Hour Total | 0    | 0     | 14    | 17    | 28    | 75    | 185   | 98    | 53    | 17    | 1     | 0     | 0       | 488   |
| 7:00 AM    | 0    | 0     | 1     | 10    | 8     | 11    | 44    | 18    | 14    | 6     | 1     | 0     | 0       | 113   |
| 7:15 AM    | 0    | 0     | 0     | 2     | 5     | 18    | 46    | 18    | 9     | 1     | 0     | 0     | 0       | 99    |
| 7:30 AM    | 0    | 0     | 3     | 5     | 6     | 17    | 29    | 26    | 11    | 3     | 1     | 0     | 0       | 101   |
| 7:45 AM    | 0    | 0     | 0     | 5     | 7     | 13    | 28    | 15    | 9     | 3     | 0     | 0     | 0       | 80    |
| Hour Total | 0    | 0     | 4     | 22    | 26    | 59    | 147   | 77    | 43    | 13    | 2     | 0     | 0       | 393   |

|            |   |   |    |    |    |    |    |    |    |   |   |   |   |     |
|------------|---|---|----|----|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 0 | 4  | 2  | 11 | 13 | 11 | 7  | 4  | 0 | 2 | 0 | 0 | 54  |
| 8:15 AM    | 0 | 1 | 0  | 9  | 5  | 14 | 16 | 7  | 2  | 1 | 0 | 0 | 0 | 55  |
| 8:30 AM    | 0 | 1 | 2  | 6  | 9  | 9  | 9  | 10 | 3  | 1 | 1 | 0 | 0 | 51  |
| 8:45 AM    | 0 | 1 | 1  | 1  | 7  | 9  | 15 | 7  | 2  | 0 | 0 | 0 | 0 | 43  |
| Hour Total | 0 | 3 | 7  | 18 | 32 | 45 | 51 | 31 | 11 | 2 | 3 | 0 | 0 | 203 |
| 9:00 AM    | 0 | 0 | 1  | 4  | 9  | 4  | 3  | 8  | 2  | 0 | 1 | 0 | 0 | 32  |
| 9:15 AM    | 0 | 0 | 2  | 7  | 10 | 5  | 15 | 7  | 1  | 0 | 0 | 0 | 0 | 47  |
| 9:30 AM    | 0 | 0 | 2  | 2  | 5  | 18 | 11 | 3  | 3  | 1 | 0 | 0 | 0 | 45  |
| 9:45 AM    | 0 | 0 | 3  | 2  | 8  | 9  | 13 | 3  | 2  | 1 | 0 | 0 | 0 | 41  |
| Hour Total | 0 | 0 | 8  | 15 | 32 | 36 | 42 | 21 | 8  | 2 | 1 | 0 | 0 | 165 |
| 10:00 AM   | 0 | 0 | 3  | 3  | 16 | 13 | 8  | 3  | 2  | 0 | 0 | 0 | 0 | 48  |
| 10:15 AM   | 0 | 0 | 2  | 6  | 5  | 9  | 4  | 7  | 1  | 0 | 0 | 0 | 0 | 34  |
| 10:30 AM   | 0 | 0 | 1  | 1  | 8  | 17 | 14 | 7  | 0  | 2 | 0 | 0 | 0 | 50  |
| 10:45 AM   | 0 | 0 | 4  | 6  | 4  | 6  | 10 | 4  | 3  | 0 | 0 | 0 | 0 | 37  |
| Hour Total | 0 | 0 | 10 | 16 | 33 | 45 | 36 | 21 | 6  | 2 | 0 | 0 | 0 | 169 |
| 11:00 AM   | 0 | 0 | 1  | 6  | 5  | 6  | 13 | 8  | 3  | 0 | 0 | 0 | 0 | 42  |
| 11:15 AM   | 0 | 0 | 0  | 4  | 5  | 12 | 11 | 5  | 1  | 1 | 0 | 0 | 0 | 39  |
| 11:30 AM   | 0 | 0 | 4  | 1  | 9  | 13 | 8  | 10 | 2  | 1 | 0 | 0 | 0 | 48  |
| 11:45 AM   | 0 | 1 | 1  | 3  | 5  | 4  | 10 | 1  | 1  | 0 | 0 | 0 | 0 | 26  |
| Hour Total | 0 | 1 | 6  | 14 | 24 | 35 | 42 | 24 | 7  | 2 | 0 | 0 | 0 | 155 |
| 12:00 PM   | 0 | 0 | 2  | 4  | 7  | 14 | 15 | 9  | 2  | 0 | 0 | 0 | 0 | 53  |
| 12:15 PM   | 0 | 1 | 4  | 6  | 6  | 13 | 13 | 5  | 1  | 0 | 0 | 0 | 0 | 49  |
| 12:30 PM   | 0 | 1 | 1  | 5  | 11 | 7  | 11 | 9  | 3  | 0 | 0 | 0 | 0 | 48  |
| 12:45 PM   | 0 | 1 | 0  | 2  | 9  | 13 | 9  | 7  | 2  | 0 | 0 | 0 | 0 | 43  |
| Hour Total | 0 | 3 | 7  | 17 | 33 | 47 | 48 | 30 | 8  | 0 | 0 | 0 | 0 | 193 |
| 1:00 PM    | 0 | 0 | 2  | 3  | 7  | 9  | 16 | 12 | 1  | 1 | 1 | 0 | 0 | 52  |
| 1:15 PM    | 0 | 0 | 5  | 4  | 8  | 18 | 16 | 4  | 3  | 1 | 0 | 0 | 0 | 59  |
| 1:30 PM    | 0 | 0 | 1  | 3  | 9  | 17 | 17 | 14 | 1  | 2 | 0 | 0 | 0 | 64  |
| 1:45 PM    | 0 | 0 | 3  | 3  | 5  | 8  | 11 | 7  | 2  | 0 | 0 | 0 | 0 | 39  |
| Hour Total | 0 | 0 | 11 | 13 | 29 | 52 | 60 | 37 | 7  | 4 | 1 | 0 | 0 | 214 |
| 2:00 PM    | 0 | 0 | 2  | 2  | 13 | 16 | 11 | 4  | 0  | 0 | 0 | 0 | 0 | 48  |
| 2:15 PM    | 0 | 1 | 3  | 1  | 8  | 14 | 11 | 8  | 2  | 1 | 0 | 0 | 0 | 49  |
| 2:30 PM    | 0 | 0 | 2  | 5  | 12 | 21 | 10 | 15 | 3  | 3 | 1 | 0 | 0 | 72  |
| 2:45 PM    | 1 | 1 | 1  | 1  | 4  | 15 | 11 | 5  | 4  | 0 | 0 | 0 | 0 | 43  |
| Hour Total | 1 | 2 | 8  | 9  | 37 | 66 | 43 | 32 | 9  | 4 | 1 | 0 | 0 | 212 |
| 3:00 PM    | 0 | 0 | 1  | 5  | 7  | 26 | 11 | 10 | 6  | 1 | 0 | 0 | 0 | 67  |
| 3:15 PM    | 0 | 0 | 2  | 3  | 9  | 14 | 17 | 11 | 4  | 0 | 0 | 0 | 0 | 60  |
| 3:30 PM    | 0 | 0 | 1  | 0  | 8  | 19 | 29 | 23 | 2  | 0 | 0 | 0 | 0 | 82  |
| 3:45 PM    | 1 | 1 | 4  | 1  | 8  | 6  | 21 | 11 | 9  | 0 | 1 | 0 | 0 | 63  |
| Hour Total | 1 | 1 | 8  | 9  | 32 | 65 | 78 | 55 | 21 | 1 | 1 | 0 | 0 | 272 |

|            |   |    |     |     |     |     |      |     |     |    |    |   |   |      |
|------------|---|----|-----|-----|-----|-----|------|-----|-----|----|----|---|---|------|
| 4:00 PM    | 0 | 0  | 5   | 2   | 13  | 14  | 19   | 13  | 7   | 2  | 0  | 0 | 0 | 75   |
| 4:15 PM    | 0 | 1  | 3   | 2   | 9   | 11  | 22   | 17  | 6   | 0  | 0  | 0 | 0 | 71   |
| 4:30 PM    | 0 | 0  | 5   | 2   | 3   | 16  | 23   | 18  | 3   | 2  | 1  | 0 | 0 | 73   |
| 4:45 PM    | 0 | 0  | 3   | 1   | 2   | 12  | 16   | 17  | 5   | 0  | 0  | 0 | 0 | 56   |
| Hour Total | 0 | 1  | 16  | 7   | 27  | 53  | 80   | 65  | 21  | 4  | 1  | 0 | 0 | 275  |
| 5:00 PM    | 0 | 0  | 5   | 3   | 5   | 11  | 19   | 13  | 10  | 1  | 0  | 0 | 0 | 67   |
| 5:15 PM    | 0 | 0  | 1   | 0   | 5   | 10  | 18   | 20  | 12  | 0  | 0  | 0 | 0 | 66   |
| 5:30 PM    | 0 | 1  | 0   | 0   | 3   | 14  | 23   | 14  | 10  | 1  | 0  | 0 | 0 | 66   |
| 5:45 PM    | 0 | 1  | 2   | 1   | 3   | 9   | 12   | 15  | 5   | 2  | 0  | 0 | 0 | 50   |
| Hour Total | 0 | 2  | 8   | 4   | 16  | 44  | 72   | 62  | 37  | 4  | 0  | 0 | 0 | 249  |
| 6:00 PM    | 0 | 1  | 1   | 3   | 2   | 7   | 10   | 14  | 4   | 1  | 0  | 0 | 0 | 43   |
| 6:15 PM    | 0 | 0  | 0   | 1   | 5   | 6   | 12   | 10  | 3   | 0  | 0  | 0 | 0 | 37   |
| 6:30 PM    | 0 | 0  | 0   | 0   | 1   | 5   | 7    | 10  | 5   | 1  | 0  | 0 | 0 | 29   |
| 6:45 PM    | 0 | 0  | 0   | 1   | 4   | 7   | 9    | 5   | 1   | 1  | 0  | 0 | 0 | 28   |
| Hour Total | 0 | 1  | 1   | 5   | 12  | 25  | 38   | 39  | 13  | 3  | 0  | 0 | 0 | 137  |
| 7:00 PM    | 0 | 0  | 4   | 1   | 2   | 16  | 11   | 5   | 3   | 0  | 0  | 0 | 0 | 42   |
| 7:15 PM    | 0 | 0  | 1   | 0   | 4   | 9   | 10   | 7   | 0   | 0  | 1  | 0 | 0 | 32   |
| 7:30 PM    | 0 | 1  | 0   | 1   | 7   | 8   | 2    | 3   | 3   | 0  | 0  | 0 | 0 | 25   |
| 7:45 PM    | 0 | 0  | 0   | 0   | 0   | 2   | 4    | 6   | 1   | 1  | 0  | 0 | 0 | 14   |
| Hour Total | 0 | 1  | 5   | 2   | 13  | 35  | 27   | 21  | 7   | 1  | 1  | 0 | 0 | 113  |
| 8:00 PM    | 0 | 1  | 0   | 0   | 3   | 3   | 6    | 3   | 1   | 1  | 0  | 0 | 0 | 18   |
| 8:15 PM    | 0 | 1  | 0   | 2   | 3   | 5   | 9    | 4   | 0   | 0  | 0  | 0 | 0 | 24   |
| 8:30 PM    | 0 | 0  | 2   | 2   | 6   | 10  | 5    | 1   | 1   | 0  | 0  | 0 | 0 | 27   |
| 8:45 PM    | 0 | 0  | 1   | 0   | 2   | 3   | 5    | 5   | 0   | 0  | 0  | 0 | 0 | 16   |
| Hour Total | 0 | 2  | 3   | 4   | 14  | 21  | 25   | 13  | 2   | 1  | 0  | 0 | 0 | 85   |
| 9:00 PM    | 0 | 1  | 1   | 1   | 1   | 3   | 5    | 5   | 1   | 0  | 0  | 0 | 0 | 18   |
| 9:15 PM    | 0 | 0  | 0   | 1   | 1   | 1   | 4    | 2   | 3   | 0  | 0  | 0 | 0 | 12   |
| 9:30 PM    | 0 | 0  | 0   | 1   | 2   | 9   | 5    | 2   | 0   | 0  | 0  | 0 | 0 | 19   |
| 9:45 PM    | 0 | 0  | 0   | 1   | 5   | 5   | 2    | 4   | 1   | 0  | 0  | 0 | 0 | 18   |
| Hour Total | 0 | 1  | 1   | 4   | 9   | 18  | 16   | 13  | 5   | 0  | 0  | 0 | 0 | 67   |
| 10:00 PM   | 0 | 2  | 0   | 1   | 4   | 5   | 10   | 3   | 1   | 1  | 1  | 0 | 0 | 28   |
| 10:15 PM   | 0 | 0  | 1   | 3   | 3   | 5   | 3    | 2   | 1   | 0  | 0  | 0 | 0 | 18   |
| 10:30 PM   | 0 | 3  | 1   | 1   | 3   | 5   | 6    | 3   | 2   | 0  | 0  | 0 | 0 | 24   |
| 10:45 PM   | 0 | 0  | 0   | 2   | 5   | 4   | 4    | 0   | 1   | 0  | 0  | 0 | 0 | 16   |
| Hour Total | 0 | 5  | 2   | 7   | 15  | 19  | 23   | 8   | 5   | 1  | 1  | 0 | 0 | 86   |
| 11:00 PM   | 0 | 0  | 1   | 1   | 2   | 15  | 4    | 2   | 0   | 0  | 0  | 0 | 0 | 25   |
| 11:15 PM   | 0 | 0  | 0   | 2   | 2   | 2   | 5    | 2   | 0   | 0  | 0  | 0 | 0 | 13   |
| 11:30 PM   | 0 | 0  | 2   | 2   | 2   | 4   | 0    | 1   | 0   | 0  | 0  | 0 | 0 | 11   |
| 11:45 PM   | 0 | 0  | 0   | 1   | 5   | 2   | 2    | 1   | 1   | 0  | 0  | 0 | 0 | 12   |
| Hour Total | 0 | 0  | 3   | 6   | 11  | 23  | 11   | 6   | 1   | 0  | 0  | 0 | 0 | 61   |
| Totals     | 2 | 27 | 143 | 237 | 498 | 880 | 1178 | 743 | 295 | 74 | 13 | 2 | 0 | 4092 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

North Bound, South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 32      | MPH |
| Median Speed (50th percentile)   | : | 41      | MPH |
| Average Speed - All Vehicles     | : | 40      | MPH |
| 85th Percentile Speed            | : | 48      | MPH |
| 95th Percentile Speed            | : | 53      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 2058    |     |
| Percentage of Vehicles in Pace   | : | 50.29%  |     |
| Number of Vehicles >= 25 MPH     | : | 3920    |     |
| Percentage of Vehicles >= 25 MPH | : | 95.80%  |     |



5/5/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 10         | 30        |             |           | 3          | 23        |             |           |                 |           |
| 12:15          | 9          | 31        |             |           | 5          | 18        |             |           |                 |           |
| 12:30          | 0          | 27        |             |           | 6          | 21        |             |           |                 |           |
| 12:45          | 6          | 27        | 25          | 115       | 6          | 16        | 20          | 78        | 45              | 193       |
| 1:00           | 2          | 25        |             |           | 13         | 27        |             |           |                 |           |
| 1:15           | 4          | 28        |             |           | 6          | 31        |             |           |                 |           |
| 1:30           | 6          | 27        |             |           | 1          | 37        |             |           |                 |           |
| 1:45           | 4          | 19        | 16          | 99        | 2          | 20        | 22          | 115       | 38              | 214       |
| 2:00           | 9          | 26        |             |           | 3          | 22        |             |           |                 |           |
| 2:15           | 4          | 25        |             |           | 2          | 24        |             |           |                 |           |
| 2:30           | 10         | 38        |             |           | 4          | 34        |             |           |                 |           |
| 2:45           | 3          | 22        | 26          | 111       | 8          | 21        | 17          | 101       | 43              | 212       |
| 3:00           | 2          | 32        |             |           | 1          | 35        |             |           |                 |           |
| 3:15           | 8          | 26        |             |           | 4          | 34        |             |           |                 |           |
| 3:30           | 5          | 36        |             |           | 5          | 46        |             |           |                 |           |
| 3:45           | 13         | 25        | 28          | 119       | 6          | 38        | 16          | 153       | 44              | 272       |
| 4:00           | 14         | 31        |             |           | 5          | 44        |             |           |                 |           |
| 4:15           | 18         | 32        |             |           | 9          | 39        |             |           |                 |           |
| 4:30           | 23         | 40        |             |           | 6          | 33        |             |           |                 |           |
| 4:45           | 30         | 22        | 85          | 125       | 18         | 34        | 38          | 150       | 123             | 275       |
| 5:00           | 26         | 28        |             |           | 14         | 39        |             |           |                 |           |
| 5:15           | 39         | 29        |             |           | 12         | 37        |             |           |                 |           |
| 5:30           | 58         | 26        |             |           | 17         | 40        |             |           |                 |           |
| 5:45           | 76         | 17        | 199         | 100       | 20         | 33        | 63          | 149       | 262             | 249       |
| 6:00           | 75         | 16        |             |           | 17         | 27        |             |           |                 |           |
| 6:15           | 112        | 20        |             |           | 25         | 17        |             |           |                 |           |
| 6:30           | 120        | 13        |             |           | 21         | 16        |             |           |                 |           |
| 6:45           | 92         | 15        | 399         | 64        | 26         | 13        | 89          | 73        | 488             | 137       |
| 7:00           | 97         | 22        |             |           | 16         | 20        |             |           |                 |           |
| 7:15           | 74         | 22        |             |           | 25         | 10        |             |           |                 |           |
| 7:30           | 81         | 11        |             |           | 20         | 14        |             |           |                 |           |
| 7:45           | 54         | 8         | 306         | 63        | 26         | 6         | 87          | 50        | 393             | 113       |
| 8:00           | 35         | 10        |             |           | 19         | 8         |             |           |                 |           |
| 8:15           | 31         | 8         |             |           | 24         | 16        |             |           |                 |           |
| 8:30           | 37         | 16        |             |           | 14         | 11        |             |           |                 |           |
| 8:45           | 23         | 8         | 126         | 42        | 20         | 8         | 77          | 43        | 203             | 85        |
| 9:00           | 17         | 9         |             |           | 15         | 9         |             |           |                 |           |
| 9:15           | 33         | 5         |             |           | 14         | 7         |             |           |                 |           |
| 9:30           | 26         | 9         |             |           | 19         | 10        |             |           |                 |           |
| 9:45           | 18         | 6         | 94          | 29        | 23         | 12        | 71          | 38        | 165             | 67        |
| 10:00          | 36         | 12        |             |           | 12         | 16        |             |           |                 |           |
| 10:15          | 17         | 14        |             |           | 17         | 4         |             |           |                 |           |
| 10:30          | 20         | 16        |             |           | 30         | 8         |             |           |                 |           |
| 10:45          | 24         | 13        | 97          | 55        | 13         | 3         | 72          | 31        | 169             | 86        |
| 11:00          | 22         | 18        |             |           | 20         | 7         |             |           |                 |           |
| 11:15          | 29         | 9         |             |           | 10         | 4         |             |           |                 |           |
| 11:30          | 28         | 6         |             |           | 20         | 5         |             |           |                 |           |
| 11:45          | 15         | 7         | 94          | 40        | 11         | 5         | 61          | 21        | 155             | 61        |
| Total          | 1495       | 962       | 1495        | 962       | 633        | 1002      | 633         | 1002      | 2128            | 1964      |
| Combined Total | 2457       |           | 2457        |           | 1635       |           | 1635        |           | 4092            |           |
| AM Peak        | 6:15 AM    |           |             |           | 7:15 AM    |           |             |           |                 |           |
| Vol.           | 421        |           |             |           | 90         |           |             |           |                 |           |
| P.H.F.         | 0.877      |           |             |           | 0.865      |           |             |           |                 |           |
| PM Peak        | 3:45 PM    |           |             |           | 3:30 PM    |           |             |           |                 |           |
| Vol.           | 128        |           |             |           | 167        |           |             |           |                 |           |
| P.H.F.         | 0.800      |           |             |           | 0.908      |           |             |           |                 |           |
| Percentage     | 60.8%      | 39.2%     |             |           | 38.7%      | 61.3%     |             |           |                 |           |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #: 11-7199-002n

Date: 5/4/2011

WEDNESDAY

North Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 0     | 1     | 2     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 5     |
| 12:15 AM   | 0    | 0     | 0     | 0     | 1     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 12:30 AM   | 0    | 0     | 0     | 1     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 12:45 AM   | 0    | 0     | 0     | 0     | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 3     |
| Hour Total | 0    | 0     | 0     | 1     | 5     | 10    | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 19    |
| 1:00 AM    | 0    | 0     | 1     | 1     | 3     | 0     | 1     | 2     | 1     | 0     | 0     | 0     | 0       | 9     |
| 1:15 AM    | 0    | 0     | 0     | 2     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| 1:30 AM    | 0    | 0     | 0     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 1:45 AM    | 0    | 0     | 1     | 1     | 1     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0       | 5     |
| Hour Total | 0    | 0     | 2     | 5     | 4     | 2     | 2     | 4     | 1     | 0     | 0     | 0     | 0       | 20    |
| 2:00 AM    | 0    | 0     | 1     | 0     | 1     | 1     | 1     | 2     | 0     | 0     | 0     | 0     | 0       | 6     |
| 2:15 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 2:30 AM    | 0    | 0     | 0     | 2     | 1     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 7     |
| 2:45 AM    | 0    | 0     | 0     | 1     | 2     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| Hour Total | 0    | 0     | 1     | 3     | 5     | 6     | 3     | 2     | 0     | 0     | 0     | 0     | 0       | 20    |
| 3:00 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 3:15 AM    | 0    | 0     | 0     | 1     | 0     | 0     | 4     | 2     | 2     | 0     | 0     | 0     | 0       | 9     |
| 3:30 AM    | 0    | 0     | 0     | 0     | 2     | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 3:45 AM    | 0    | 0     | 0     | 0     | 2     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| Hour Total | 0    | 0     | 0     | 1     | 4     | 4     | 8     | 2     | 2     | 0     | 0     | 0     | 0       | 21    |
| 4:00 AM    | 0    | 0     | 0     | 2     | 3     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 8     |
| 4:15 AM    | 0    | 0     | 1     | 0     | 2     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 7     |
| 4:30 AM    | 0    | 0     | 0     | 0     | 0     | 5     | 4     | 1     | 0     | 0     | 0     | 0     | 0       | 10    |
| 4:45 AM    | 0    | 0     | 0     | 0     | 3     | 5     | 9     | 3     | 0     | 0     | 0     | 0     | 0       | 20    |
| Hour Total | 0    | 0     | 1     | 2     | 8     | 13    | 17    | 4     | 0     | 0     | 0     | 0     | 0       | 45    |
| 5:00 AM    | 0    | 0     | 0     | 0     | 3     | 3     | 4     | 2     | 1     | 0     | 0     | 0     | 0       | 13    |
| 5:15 AM    | 0    | 1     | 0     | 2     | 1     | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0       | 10    |
| 5:30 AM    | 0    | 0     | 0     | 3     | 5     | 4     | 6     | 4     | 1     | 0     | 0     | 0     | 0       | 23    |
| 5:45 AM    | 0    | 0     | 1     | 2     | 2     | 8     | 8     | 4     | 1     | 0     | 0     | 0     | 0       | 26    |
| Hour Total | 0    | 1     | 1     | 7     | 11    | 17    | 21    | 11    | 3     | 0     | 0     | 0     | 0       | 72    |
| 6:00 AM    | 0    | 0     | 0     | 4     | 2     | 6     | 3     | 1     | 1     | 1     | 0     | 0     | 0       | 18    |
| 6:15 AM    | 0    | 0     | 0     | 0     | 4     | 8     | 8     | 4     | 1     | 1     | 0     | 0     | 0       | 26    |
| 6:30 AM    | 0    | 0     | 0     | 1     | 4     | 4     | 10    | 1     | 1     | 0     | 0     | 0     | 0       | 21    |
| 6:45 AM    | 0    | 0     | 0     | 3     | 4     | 10    | 7     | 5     | 2     | 0     | 0     | 0     | 0       | 31    |
| Hour Total | 0    | 0     | 0     | 8     | 14    | 28    | 28    | 11    | 5     | 2     | 0     | 0     | 0       | 96    |
| 7:00 AM    | 0    | 0     | 0     | 0     | 2     | 5     | 8     | 2     | 1     | 0     | 0     | 0     | 0       | 18    |
| 7:15 AM    | 0    | 0     | 2     | 0     | 4     | 8     | 11    | 5     | 2     | 0     | 0     | 0     | 0       | 32    |
| 7:30 AM    | 0    | 0     | 0     | 0     | 2     | 6     | 10    | 4     | 1     | 0     | 0     | 0     | 0       | 23    |
| 7:45 AM    | 0    | 0     | 0     | 1     | 2     | 3     | 8     | 4     | 0     | 0     | 0     | 0     | 0       | 18    |
| Hour Total | 0    | 0     | 2     | 1     | 10    | 22    | 37    | 15    | 4     | 0     | 0     | 0     | 0       | 91    |

|            |   |   |   |   |    |    |    |    |   |   |   |   |   |     |
|------------|---|---|---|---|----|----|----|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 1 | 3  | 4  | 3  | 6  | 3 | 0 | 0 | 0 | 0 | 20  |
| 8:15 AM    | 0 | 0 | 1 | 1 | 3  | 7  | 7  | 1  | 1 | 1 | 0 | 0 | 0 | 22  |
| 8:30 AM    | 0 | 0 | 0 | 0 | 2  | 6  | 3  | 1  | 1 | 0 | 0 | 0 | 0 | 13  |
| 8:45 AM    | 0 | 0 | 0 | 0 | 2  | 4  | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 14  |
| Hour Total | 0 | 0 | 1 | 2 | 10 | 21 | 19 | 10 | 5 | 1 | 0 | 0 | 0 | 69  |
| 9:00 AM    | 0 | 0 | 1 | 0 | 4  | 3  | 7  | 0  | 0 | 0 | 0 | 0 | 0 | 15  |
| 9:15 AM    | 0 | 0 | 0 | 0 | 3  | 4  | 1  | 2  | 0 | 0 | 0 | 0 | 0 | 10  |
| 9:30 AM    | 0 | 0 | 1 | 2 | 6  | 1  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 13  |
| 9:45 AM    | 0 | 0 | 1 | 1 | 6  | 6  | 3  | 1  | 1 | 0 | 0 | 0 | 0 | 19  |
| Hour Total | 0 | 0 | 3 | 3 | 19 | 14 | 13 | 4  | 1 | 0 | 0 | 0 | 0 | 57  |
| 10:00 AM   | 0 | 0 | 0 | 1 | 7  | 3  | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 19  |
| 10:15 AM   | 0 | 0 | 0 | 0 | 1  | 5  | 3  | 2  | 0 | 1 | 0 | 0 | 0 | 12  |
| 10:30 AM   | 0 | 0 | 1 | 0 | 3  | 4  | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 14  |
| 10:45 AM   | 0 | 0 | 0 | 0 | 5  | 4  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 14  |
| Hour Total | 0 | 0 | 1 | 1 | 16 | 16 | 16 | 8  | 0 | 1 | 0 | 0 | 0 | 59  |
| 11:00 AM   | 0 | 0 | 0 | 1 | 2  | 2  | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 11  |
| 11:15 AM   | 0 | 0 | 0 | 0 | 3  | 8  | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 13  |
| 11:30 AM   | 0 | 0 | 0 | 1 | 5  | 6  | 9  | 1  | 0 | 0 | 0 | 0 | 0 | 22  |
| 11:45 AM   | 0 | 0 | 0 | 0 | 3  | 5  | 7  | 4  | 1 | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 0 | 0 | 0 | 2 | 13 | 21 | 22 | 7  | 1 | 0 | 0 | 0 | 0 | 66  |
| 12:00 PM   | 0 | 0 | 0 | 0 | 2  | 3  | 9  | 5  | 0 | 1 | 0 | 0 | 0 | 20  |
| 12:15 PM   | 0 | 0 | 0 | 3 | 1  | 2  | 5  | 4  | 1 | 0 | 0 | 0 | 0 | 16  |
| 12:30 PM   | 0 | 0 | 0 | 0 | 3  | 7  | 3  | 0  | 1 | 0 | 0 | 0 | 0 | 14  |
| 12:45 PM   | 0 | 0 | 0 | 0 | 4  | 7  | 2  | 4  | 2 | 0 | 0 | 0 | 0 | 19  |
| Hour Total | 0 | 0 | 0 | 3 | 10 | 19 | 19 | 13 | 4 | 1 | 0 | 0 | 0 | 69  |
| 1:00 PM    | 0 | 0 | 0 | 0 | 2  | 4  | 3  | 3  | 0 | 0 | 0 | 0 | 0 | 12  |
| 1:15 PM    | 0 | 0 | 0 | 0 | 3  | 3  | 8  | 4  | 1 | 0 | 0 | 0 | 0 | 19  |
| 1:30 PM    | 0 | 0 | 0 | 0 | 2  | 9  | 6  | 9  | 3 | 0 | 0 | 0 | 0 | 29  |
| 1:45 PM    | 0 | 0 | 0 | 0 | 4  | 8  | 4  | 1  | 1 | 0 | 0 | 0 | 0 | 18  |
| Hour Total | 0 | 0 | 0 | 0 | 11 | 24 | 21 | 17 | 5 | 0 | 0 | 0 | 0 | 78  |
| 2:00 PM    | 0 | 0 | 1 | 0 | 3  | 6  | 3  | 5  | 2 | 0 | 0 | 0 | 0 | 20  |
| 2:15 PM    | 0 | 0 | 0 | 0 | 3  | 9  | 2  | 3  | 1 | 0 | 0 | 0 | 0 | 18  |
| 2:30 PM    | 0 | 0 | 0 | 0 | 2  | 9  | 10 | 14 | 5 | 0 | 0 | 0 | 0 | 40  |
| 2:45 PM    | 0 | 0 | 0 | 3 | 4  | 4  | 9  | 6  | 1 | 2 | 0 | 0 | 0 | 29  |
| Hour Total | 0 | 0 | 1 | 3 | 12 | 28 | 24 | 28 | 9 | 2 | 0 | 0 | 0 | 107 |
| 3:00 PM    | 0 | 0 | 0 | 2 | 2  | 3  | 7  | 4  | 1 | 1 | 0 | 0 | 0 | 20  |
| 3:15 PM    | 0 | 0 | 0 | 0 | 0  | 9  | 4  | 8  | 1 | 0 | 0 | 0 | 0 | 22  |
| 3:30 PM    | 0 | 0 | 0 | 0 | 2  | 11 | 12 | 9  | 2 | 1 | 0 | 0 | 0 | 37  |
| 3:45 PM    | 0 | 0 | 0 | 2 | 0  | 3  | 14 | 14 | 4 | 0 | 0 | 0 | 0 | 37  |
| Hour Total | 0 | 0 | 0 | 4 | 4  | 26 | 37 | 35 | 8 | 2 | 0 | 0 | 0 | 116 |

|            |   |   |    |    |     |     |     |     |    |    |   |   |   |      |
|------------|---|---|----|----|-----|-----|-----|-----|----|----|---|---|---|------|
| 4:00 PM    | 0 | 0 | 0  | 2  | 2   | 5   | 9   | 10  | 2  | 1  | 0 | 0 | 0 | 31   |
| 4:15 PM    | 0 | 0 | 0  | 0  | 6   | 3   | 12  | 11  | 7  | 1  | 0 | 0 | 0 | 40   |
| 4:30 PM    | 0 | 0 | 0  | 2  | 1   | 5   | 14  | 14  | 4  | 1  | 1 | 0 | 0 | 42   |
| 4:45 PM    | 0 | 0 | 0  | 0  | 3   | 6   | 13  | 12  | 6  | 0  | 0 | 0 | 0 | 40   |
| Hour Total | 0 | 0 | 0  | 4  | 12  | 19  | 48  | 47  | 19 | 3  | 1 | 0 | 0 | 153  |
| 5:00 PM    | 0 | 0 | 0  | 0  | 2   | 9   | 10  | 14  | 8  | 2  | 0 | 0 | 0 | 45   |
| 5:15 PM    | 0 | 0 | 0  | 0  | 0   | 5   | 13  | 12  | 6  | 1  | 0 | 0 | 0 | 37   |
| 5:30 PM    | 0 | 0 | 0  | 0  | 2   | 7   | 10  | 14  | 1  | 2  | 0 | 0 | 0 | 36   |
| 5:45 PM    | 0 | 0 | 0  | 0  | 1   | 7   | 8   | 15  | 4  | 1  | 0 | 0 | 0 | 36   |
| Hour Total | 0 | 0 | 0  | 0  | 5   | 28  | 41  | 55  | 19 | 6  | 0 | 0 | 0 | 154  |
| 6:00 PM    | 0 | 0 | 0  | 0  | 0   | 2   | 6   | 3   | 2  | 0  | 0 | 0 | 0 | 13   |
| 6:15 PM    | 0 | 0 | 1  | 0  | 0   | 1   | 11  | 8   | 2  | 0  | 0 | 0 | 0 | 23   |
| 6:30 PM    | 0 | 0 | 0  | 0  | 1   | 3   | 1   | 2   | 1  | 0  | 0 | 0 | 0 | 8    |
| 6:45 PM    | 0 | 0 | 0  | 1  | 0   | 6   | 1   | 2   | 0  | 1  | 1 | 0 | 0 | 12   |
| Hour Total | 0 | 0 | 1  | 1  | 1   | 12  | 19  | 15  | 5  | 1  | 1 | 0 | 0 | 56   |
| 7:00 PM    | 0 | 0 | 0  | 0  | 3   | 2   | 5   | 8   | 1  | 0  | 0 | 0 | 0 | 19   |
| 7:15 PM    | 0 | 0 | 0  | 0  | 2   | 1   | 1   | 5   | 1  | 0  | 0 | 0 | 0 | 10   |
| 7:30 PM    | 0 | 0 | 0  | 0  | 2   | 1   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 5    |
| 7:45 PM    | 0 | 0 | 0  | 0  | 1   | 0   | 3   | 2   | 1  | 0  | 0 | 0 | 0 | 7    |
| Hour Total | 0 | 0 | 0  | 0  | 8   | 4   | 11  | 15  | 3  | 0  | 0 | 0 | 0 | 41   |
| 8:00 PM    | 0 | 1 | 0  | 1  | 1   | 2   | 3   | 4   | 1  | 0  | 0 | 0 | 0 | 13   |
| 8:15 PM    | 0 | 0 | 1  | 0  | 5   | 0   | 4   | 0   | 0  | 0  | 0 | 0 | 0 | 10   |
| 8:30 PM    | 0 | 0 | 0  | 0  | 0   | 1   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 3    |
| 8:45 PM    | 0 | 0 | 0  | 1  | 1   | 6   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 9    |
| Hour Total | 0 | 1 | 1  | 2  | 7   | 9   | 10  | 4   | 1  | 0  | 0 | 0 | 0 | 35   |
| 9:00 PM    | 0 | 0 | 0  | 1  | 0   | 1   | 5   | 1   | 0  | 0  | 0 | 0 | 0 | 8    |
| 9:15 PM    | 0 | 0 | 0  | 2  | 1   | 1   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 5    |
| 9:30 PM    | 0 | 0 | 0  | 0  | 0   | 0   | 1   | 3   | 0  | 0  | 0 | 0 | 0 | 4    |
| 9:45 PM    | 0 | 0 | 0  | 1  | 1   | 3   | 2   | 1   | 0  | 0  | 0 | 0 | 0 | 8    |
| Hour Total | 0 | 0 | 0  | 4  | 2   | 5   | 9   | 5   | 0  | 0  | 0 | 0 | 0 | 25   |
| 10:00 PM   | 0 | 0 | 0  | 1  | 4   | 4   | 6   | 3   | 2  | 0  | 0 | 0 | 0 | 20   |
| 10:15 PM   | 0 | 0 | 0  | 0  | 0   | 4   | 2   | 3   | 1  | 0  | 0 | 0 | 0 | 10   |
| 10:30 PM   | 0 | 0 | 0  | 0  | 0   | 1   | 0   | 0   | 0  | 0  | 0 | 0 | 0 | 1    |
| 10:45 PM   | 0 | 0 | 0  | 0  | 0   | 2   | 0   | 1   | 0  | 1  | 0 | 0 | 0 | 4    |
| Hour Total | 0 | 0 | 0  | 1  | 4   | 11  | 8   | 7   | 3  | 1  | 0 | 0 | 0 | 35   |
| 11:00 PM   | 0 | 0 | 1  | 0  | 2   | 3   | 1   | 1   | 0  | 0  | 0 | 0 | 0 | 8    |
| 11:15 PM   | 0 | 0 | 0  | 0  | 0   | 0   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 1    |
| 11:30 PM   | 0 | 0 | 0  | 0  | 1   | 1   | 3   | 0   | 0  | 1  | 0 | 0 | 0 | 6    |
| 11:45 PM   | 1 | 0 | 0  | 1  | 3   | 0   | 0   | 1   | 0  | 0  | 0 | 0 | 0 | 6    |
| Hour Total | 1 | 0 | 1  | 1  | 6   | 4   | 5   | 2   | 0  | 1  | 0 | 0 | 0 | 21   |
| Totals     | 1 | 2 | 16 | 59 | 201 | 363 | 440 | 322 | 98 | 21 | 2 | 0 | 0 | 1525 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Inside lanes only)

Tracy

Project #: 11-7199-002n

Date: 5/4/2011

North Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 34      | MPH |
| Median Speed (50th percentile)   | : | 41      | MPH |
| Average Speed - All Vehicles     | : | 41      | MPH |
| 85th Percentile Speed            | : | 48      | MPH |
| 95th Percentile Speed            | : | 52      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 803     |     |
| Percentage of Vehicles in Pace   | : | 52.66%  |     |
| Number of Vehicles >= 25 MPH     | : | 1506    |     |
| Percentage of Vehicles >= 25 MPH | : | 98.75%  |     |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

WEDNESDAY

South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 0     | 1     | 8     | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 12    |
| 12:15 AM   | 0    | 0     | 0     | 0     | 1     | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0       | 7     |
| 12:30 AM   | 0    | 0     | 0     | 0     | 0     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 12:45 AM   | 0    | 0     | 0     | 0     | 4     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 6     |
| Hour Total | 0    | 0     | 0     | 0     | 6     | 15    | 7     | 3     | 0     | 0     | 0     | 0     | 0       | 31    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 6     |
| 1:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 1     |
| 1:30 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 1:45 AM    | 0    | 1     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| Hour Total | 0    | 1     | 1     | 1     | 4     | 5     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 14    |
| 2:00 AM    | 0    | 1     | 0     | 1     | 3     | 3     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 10    |
| 2:15 AM    | 0    | 0     | 0     | 1     | 1     | 0     | 1     | 0     | 0     | 1     | 0     | 0     | 0       | 4     |
| 2:30 AM    | 0    | 0     | 1     | 1     | 0     | 2     | 3     | 2     | 0     | 0     | 0     | 0     | 0       | 9     |
| 2:45 AM    | 0    | 1     | 0     | 1     | 2     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 7     |
| Hour Total | 0    | 2     | 1     | 4     | 6     | 6     | 7     | 3     | 0     | 1     | 0     | 0     | 0       | 30    |
| 3:00 AM    | 0    | 0     | 1     | 2     | 3     | 2     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 10    |
| 3:15 AM    | 0    | 1     | 0     | 1     | 3     | 4     | 1     | 2     | 0     | 0     | 0     | 0     | 0       | 12    |
| 3:30 AM    | 0    | 0     | 0     | 2     | 2     | 5     | 5     | 0     | 1     | 0     | 0     | 0     | 0       | 15    |
| 3:45 AM    | 0    | 0     | 0     | 0     | 1     | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 4     |
| Hour Total | 0    | 1     | 1     | 5     | 9     | 11    | 9     | 4     | 1     | 0     | 0     | 0     | 0       | 41    |
| 4:00 AM    | 0    | 0     | 0     | 1     | 1     | 3     | 7     | 0     | 1     | 0     | 0     | 0     | 0       | 13    |
| 4:15 AM    | 0    | 1     | 1     | 0     | 5     | 1     | 3     | 2     | 0     | 0     | 0     | 0     | 0       | 13    |
| 4:30 AM    | 0    | 0     | 2     | 0     | 2     | 12    | 6     | 8     | 1     | 0     | 0     | 0     | 0       | 31    |
| 4:45 AM    | 0    | 0     | 0     | 5     | 6     | 9     | 5     | 4     | 2     | 1     | 0     | 0     | 0       | 32    |
| Hour Total | 0    | 1     | 3     | 6     | 14    | 25    | 21    | 14    | 4     | 1     | 0     | 0     | 0       | 89    |
| 5:00 AM    | 0    | 0     | 1     | 2     | 4     | 10    | 6     | 7     | 5     | 0     | 0     | 0     | 0       | 35    |
| 5:15 AM    | 0    | 0     | 1     | 3     | 1     | 13    | 10    | 6     | 2     | 3     | 0     | 0     | 0       | 39    |
| 5:30 AM    | 0    | 0     | 1     | 1     | 2     | 16    | 14    | 15    | 4     | 1     | 1     | 0     | 0       | 55    |
| 5:45 AM    | 0    | 0     | 0     | 2     | 8     | 9     | 30    | 23    | 7     | 0     | 0     | 0     | 0       | 79    |
| Hour Total | 0    | 0     | 3     | 8     | 15    | 48    | 60    | 51    | 18    | 4     | 1     | 0     | 0       | 208   |
| 6:00 AM    | 0    | 2     | 0     | 3     | 9     | 9     | 29    | 14    | 9     | 2     | 1     | 0     | 1       | 79    |
| 6:15 AM    | 0    | 1     | 7     | 4     | 6     | 24    | 30    | 24    | 8     | 3     | 1     | 0     | 0       | 108   |
| 6:30 AM    | 0    | 0     | 2     | 13    | 13    | 21    | 39    | 17    | 18    | 6     | 3     | 0     | 0       | 132   |
| 6:45 AM    | 0    | 0     | 0     | 2     | 3     | 10    | 47    | 40    | 14    | 3     | 1     | 0     | 0       | 120   |
| Hour Total | 0    | 3     | 9     | 22    | 31    | 64    | 145   | 95    | 49    | 14    | 6     | 0     | 1       | 439   |
| 7:00 AM    | 0    | 1     | 2     | 1     | 6     | 11    | 41    | 32    | 7     | 4     | 0     | 1     | 0       | 106   |
| 7:15 AM    | 0    | 0     | 1     | 3     | 3     | 9     | 27    | 19    | 8     | 4     | 0     | 1     | 0       | 75    |
| 7:30 AM    | 0    | 1     | 0     | 3     | 2     | 15    | 24    | 10    | 6     | 4     | 1     | 0     | 0       | 66    |
| 7:45 AM    | 0    | 0     | 1     | 2     | 4     | 11    | 22    | 13    | 7     | 1     | 0     | 0     | 0       | 61    |
| Hour Total | 0    | 2     | 4     | 9     | 15    | 46    | 114   | 74    | 28    | 13    | 1     | 2     | 0       | 308   |

|            |   |   |    |    |    |    |    |    |   |   |   |   |   |     |
|------------|---|---|----|----|----|----|----|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 2 | 7  | 1  | 4  | 6  | 14 | 10 | 3 | 0 | 1 | 0 | 0 | 48  |
| 8:15 AM    | 0 | 0 | 0  | 1  | 3  | 2  | 11 | 9  | 0 | 0 | 0 | 0 | 0 | 26  |
| 8:30 AM    | 0 | 1 | 0  | 8  | 5  | 8  | 10 | 4  | 3 | 0 | 0 | 0 | 0 | 39  |
| 8:45 AM    | 0 | 1 | 9  | 3  | 5  | 3  | 6  | 5  | 3 | 1 | 0 | 0 | 0 | 36  |
| Hour Total | 0 | 4 | 16 | 13 | 17 | 19 | 41 | 28 | 9 | 1 | 1 | 0 | 0 | 149 |
| 9:00 AM    | 0 | 1 | 1  | 2  | 2  | 3  | 1  | 8  | 2 | 0 | 0 | 0 | 0 | 20  |
| 9:15 AM    | 0 | 0 | 0  | 5  | 5  | 5  | 4  | 2  | 3 | 0 | 0 | 0 | 0 | 24  |
| 9:30 AM    | 0 | 0 | 0  | 4  | 3  | 5  | 4  | 4  | 0 | 0 | 0 | 0 | 0 | 20  |
| 9:45 AM    | 0 | 0 | 2  | 0  | 4  | 2  | 1  | 3  | 0 | 0 | 0 | 0 | 0 | 12  |
| Hour Total | 0 | 1 | 3  | 11 | 14 | 15 | 10 | 17 | 5 | 0 | 0 | 0 | 0 | 76  |
| 10:00 AM   | 0 | 0 | 2  | 6  | 2  | 4  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 17  |
| 10:15 AM   | 0 | 1 | 3  | 4  | 8  | 2  | 6  | 1  | 4 | 0 | 0 | 0 | 0 | 29  |
| 10:30 AM   | 0 | 0 | 0  | 3  | 4  | 5  | 1  | 0  | 3 | 0 | 0 | 0 | 0 | 16  |
| 10:45 AM   | 0 | 0 | 2  | 5  | 7  | 3  | 4  | 3  | 0 | 0 | 0 | 0 | 0 | 24  |
| Hour Total | 0 | 1 | 7  | 18 | 21 | 14 | 14 | 4  | 7 | 0 | 0 | 0 | 0 | 86  |
| 11:00 AM   | 0 | 0 | 3  | 2  | 5  | 4  | 7  | 2  | 2 | 0 | 0 | 0 | 0 | 25  |
| 11:15 AM   | 0 | 1 | 0  | 3  | 1  | 3  | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 17  |
| 11:30 AM   | 0 | 0 | 2  | 7  | 4  | 7  | 6  | 1  | 1 | 0 | 0 | 0 | 0 | 28  |
| 11:45 AM   | 0 | 0 | 3  | 3  | 5  | 5  | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 21  |
| Hour Total | 0 | 1 | 8  | 15 | 15 | 19 | 23 | 7  | 3 | 0 | 0 | 0 | 0 | 91  |
| 12:00 PM   | 0 | 0 | 1  | 1  | 0  | 10 | 8  | 1  | 2 | 0 | 0 | 0 | 0 | 23  |
| 12:15 PM   | 0 | 0 | 4  | 4  | 2  | 9  | 5  | 3  | 1 | 0 | 0 | 0 | 0 | 28  |
| 12:30 PM   | 0 | 1 | 2  | 2  | 4  | 8  | 2  | 4  | 2 | 0 | 0 | 0 | 0 | 25  |
| 12:45 PM   | 0 | 0 | 3  | 1  | 6  | 3  | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 0 | 1 | 10 | 8  | 12 | 30 | 20 | 10 | 5 | 0 | 0 | 0 | 0 | 96  |
| 1:00 PM    | 0 | 1 | 2  | 1  | 6  | 8  | 6  | 5  | 0 | 0 | 0 | 0 | 0 | 29  |
| 1:15 PM    | 0 | 0 | 4  | 4  | 5  | 6  | 5  | 6  | 2 | 0 | 0 | 0 | 0 | 32  |
| 1:30 PM    | 0 | 0 | 0  | 3  | 1  | 12 | 7  | 3  | 1 | 0 | 0 | 0 | 0 | 27  |
| 1:45 PM    | 0 | 0 | 1  | 2  | 9  | 1  | 3  | 3  | 0 | 0 | 0 | 0 | 0 | 19  |
| Hour Total | 0 | 1 | 7  | 10 | 21 | 27 | 21 | 17 | 3 | 0 | 0 | 0 | 0 | 107 |
| 2:00 PM    | 0 | 1 | 2  | 2  | 5  | 5  | 7  | 2  | 1 | 0 | 0 | 0 | 0 | 25  |
| 2:15 PM    | 0 | 0 | 2  | 1  | 2  | 7  | 8  | 1  | 0 | 1 | 0 | 0 | 0 | 22  |
| 2:30 PM    | 0 | 0 | 1  | 1  | 16 | 29 | 9  | 2  | 1 | 0 | 0 | 0 | 0 | 59  |
| 2:45 PM    | 0 | 0 | 0  | 3  | 2  | 7  | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 0 | 1 | 5  | 7  | 25 | 48 | 31 | 6  | 2 | 1 | 0 | 0 | 0 | 126 |
| 3:00 PM    | 0 | 1 | 0  | 1  | 5  | 5  | 8  | 1  | 1 | 0 | 0 | 0 | 0 | 22  |
| 3:15 PM    | 0 | 0 | 1  | 1  | 4  | 8  | 8  | 3  | 0 | 0 | 0 | 0 | 0 | 25  |
| 3:30 PM    | 0 | 0 | 2  | 0  | 6  | 11 | 10 | 3  | 0 | 0 | 0 | 0 | 0 | 32  |
| 3:45 PM    | 0 | 1 | 0  | 1  | 3  | 3  | 7  | 0  | 1 | 0 | 0 | 0 | 0 | 16  |
| Hour Total | 0 | 2 | 3  | 3  | 18 | 27 | 33 | 7  | 2 | 0 | 0 | 0 | 0 | 95  |

|            |   |    |     |     |     |     |     |     |     |    |    |   |   |      |
|------------|---|----|-----|-----|-----|-----|-----|-----|-----|----|----|---|---|------|
| 4:00 PM    | 0 | 0  | 0   | 0   | 3   | 16  | 12  | 2   | 1   | 0  | 0  | 0 | 0 | 34   |
| 4:15 PM    | 0 | 0  | 0   | 3   | 3   | 5   | 7   | 10  | 1   | 1  | 0  | 0 | 0 | 30   |
| 4:30 PM    | 0 | 0  | 2   | 3   | 2   | 8   | 8   | 4   | 0   | 0  | 0  | 0 | 0 | 27   |
| 4:45 PM    | 0 | 0  | 2   | 8   | 6   | 6   | 8   | 2   | 0   | 1  | 0  | 0 | 0 | 33   |
| Hour Total | 0 | 0  | 4   | 14  | 14  | 35  | 35  | 18  | 2   | 2  | 0  | 0 | 0 | 124  |
| 5:00 PM    | 0 | 0  | 2   | 3   | 2   | 15  | 13  | 4   | 2   | 1  | 0  | 0 | 0 | 42   |
| 5:15 PM    | 0 | 0  | 0   | 2   | 1   | 6   | 15  | 5   | 1   | 0  | 0  | 0 | 0 | 30   |
| 5:30 PM    | 0 | 0  | 0   | 1   | 3   | 7   | 7   | 4   | 0   | 0  | 0  | 0 | 0 | 22   |
| 5:45 PM    | 0 | 0  | 3   | 2   | 1   | 1   | 5   | 3   | 0   | 0  | 1  | 0 | 0 | 16   |
| Hour Total | 0 | 0  | 5   | 8   | 7   | 29  | 40  | 16  | 3   | 1  | 1  | 0 | 0 | 110  |
| 6:00 PM    | 0 | 0  | 0   | 1   | 0   | 6   | 6   | 1   | 1   | 0  | 0  | 0 | 0 | 15   |
| 6:15 PM    | 0 | 0  | 0   | 2   | 3   | 0   | 3   | 1   | 1   | 0  | 1  | 0 | 0 | 11   |
| 6:30 PM    | 0 | 0  | 0   | 0   | 1   | 2   | 1   | 2   | 0   | 0  | 0  | 0 | 0 | 6    |
| 6:45 PM    | 0 | 1  | 0   | 0   | 1   | 1   | 0   | 5   | 2   | 1  | 0  | 0 | 0 | 11   |
| Hour Total | 0 | 1  | 0   | 3   | 5   | 9   | 10  | 9   | 4   | 1  | 1  | 0 | 0 | 43   |
| 7:00 PM    | 0 | 0  | 1   | 1   | 0   | 4   | 5   | 1   | 0   | 0  | 0  | 0 | 0 | 12   |
| 7:15 PM    | 0 | 0  | 1   | 1   | 1   | 2   | 2   | 0   | 1   | 0  | 0  | 0 | 0 | 8    |
| 7:30 PM    | 0 | 0  | 0   | 1   | 1   | 5   | 1   | 0   | 0   | 0  | 0  | 0 | 0 | 8    |
| 7:45 PM    | 0 | 0  | 0   | 1   | 1   | 2   | 0   | 3   | 0   | 0  | 0  | 0 | 0 | 7    |
| Hour Total | 0 | 0  | 2   | 4   | 3   | 13  | 8   | 4   | 1   | 0  | 0  | 0 | 0 | 35   |
| 8:00 PM    | 0 | 0  | 1   | 0   | 0   | 3   | 6   | 0   | 0   | 1  | 0  | 0 | 0 | 11   |
| 8:15 PM    | 0 | 0  | 0   | 3   | 2   | 2   | 2   | 1   | 0   | 0  | 0  | 0 | 0 | 10   |
| 8:30 PM    | 0 | 0  | 0   | 0   | 3   | 0   | 3   | 0   | 1   | 0  | 0  | 0 | 0 | 7    |
| 8:45 PM    | 0 | 0  | 1   | 2   | 4   | 2   | 1   | 4   | 2   | 0  | 0  | 0 | 0 | 16   |
| Hour Total | 0 | 0  | 2   | 5   | 9   | 7   | 12  | 5   | 3   | 1  | 0  | 0 | 0 | 44   |
| 9:00 PM    | 0 | 0  | 4   | 2   | 1   | 2   | 0   | 2   | 0   | 1  | 0  | 0 | 0 | 12   |
| 9:15 PM    | 0 | 0  | 0   | 2   | 0   | 1   | 0   | 0   | 1   | 0  | 0  | 0 | 0 | 4    |
| 9:30 PM    | 0 | 0  | 0   | 2   | 0   | 1   | 0   | 0   | 0   | 0  | 0  | 0 | 0 | 3    |
| 9:45 PM    | 0 | 0  | 0   | 0   | 0   | 1   | 3   | 1   | 0   | 0  | 0  | 0 | 0 | 5    |
| Hour Total | 0 | 0  | 4   | 6   | 1   | 5   | 3   | 3   | 1   | 1  | 0  | 0 | 0 | 24   |
| 10:00 PM   | 0 | 1  | 0   | 1   | 3   | 1   | 3   | 0   | 0   | 0  | 0  | 0 | 0 | 9    |
| 10:15 PM   | 0 | 0  | 0   | 1   | 2   | 1   | 4   | 0   | 1   | 0  | 0  | 0 | 0 | 9    |
| 10:30 PM   | 0 | 0  | 0   | 2   | 0   | 5   | 2   | 2   | 0   | 0  | 0  | 0 | 0 | 11   |
| 10:45 PM   | 0 | 0  | 0   | 1   | 0   | 2   | 3   | 2   | 0   | 0  | 1  | 0 | 0 | 9    |
| Hour Total | 0 | 1  | 0   | 5   | 5   | 9   | 12  | 4   | 1   | 0  | 1  | 0 | 0 | 38   |
| 11:00 PM   | 0 | 0  | 0   | 0   | 1   | 3   | 3   | 1   | 0   | 0  | 0  | 0 | 0 | 8    |
| 11:15 PM   | 0 | 0  | 3   | 1   | 1   | 0   | 2   | 0   | 0   | 0  | 0  | 0 | 0 | 7    |
| 11:30 PM   | 0 | 0  | 0   | 0   | 1   | 6   | 3   | 1   | 0   | 0  | 0  | 0 | 0 | 11   |
| 11:45 PM   | 0 | 1  | 0   | 3   | 3   | 3   | 1   | 0   | 0   | 0  | 0  | 0 | 0 | 11   |
| Hour Total | 0 | 1  | 3   | 4   | 6   | 12  | 9   | 2   | 0   | 0  | 0  | 0 | 0 | 37   |
| Totals     | 0 | 25 | 101 | 189 | 293 | 538 | 687 | 401 | 151 | 41 | 12 | 2 | 1 | 2441 |



Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 31      | MPH |
| Median Speed (50th percentile)   | : | 41      | MPH |
| Average Speed - All Vehicles     | : | 40      | MPH |
| 85th Percentile Speed            | : | 48      | MPH |
| 95th Percentile Speed            | : | 53      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 1225    |     |
| Percentage of Vehicles in Pace   | : | 50.18%  |     |
| Number of Vehicles >= 25 MPH     | : | 2315    |     |
| Percentage of Vehicles >= 25 MPH | : | 94.84%  |     |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

WEDNESDAY

North Bound, South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 0     | 2     | 10    | 3     | 2     | 0     | 0     | 0     | 0     | 0       | 17    |
| 12:15 AM   | 0    | 0     | 0     | 0     | 2     | 6     | 4     | 1     | 0     | 0     | 0     | 0     | 0       | 13    |
| 12:30 AM   | 0    | 0     | 0     | 1     | 3     | 5     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 11    |
| 12:45 AM   | 0    | 0     | 0     | 0     | 4     | 4     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 9     |
| Hour Total | 0    | 0     | 0     | 1     | 11    | 25    | 9     | 4     | 0     | 0     | 0     | 0     | 0       | 50    |
| 1:00 AM    | 0    | 0     | 1     | 1     | 5     | 3     | 2     | 2     | 1     | 0     | 0     | 0     | 0       | 15    |
| 1:15 AM    | 0    | 0     | 0     | 2     | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 1:30 AM    | 0    | 0     | 0     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| 1:45 AM    | 0    | 1     | 2     | 2     | 2     | 1     | 0     | 2     | 0     | 0     | 0     | 0     | 0       | 10    |
| Hour Total | 0    | 1     | 3     | 6     | 8     | 7     | 4     | 4     | 1     | 0     | 0     | 0     | 0       | 34    |
| 2:00 AM    | 0    | 1     | 1     | 1     | 4     | 4     | 2     | 3     | 0     | 0     | 0     | 0     | 0       | 16    |
| 2:15 AM    | 0    | 0     | 0     | 1     | 2     | 1     | 1     | 0     | 0     | 1     | 0     | 0     | 0       | 6     |
| 2:30 AM    | 0    | 0     | 1     | 3     | 1     | 5     | 4     | 2     | 0     | 0     | 0     | 0     | 0       | 16    |
| 2:45 AM    | 0    | 1     | 0     | 2     | 4     | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 12    |
| Hour Total | 0    | 2     | 2     | 7     | 11    | 12    | 10    | 5     | 0     | 1     | 0     | 0     | 0       | 50    |
| 3:00 AM    | 0    | 0     | 1     | 2     | 3     | 4     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 12    |
| 3:15 AM    | 0    | 1     | 0     | 2     | 3     | 4     | 5     | 4     | 2     | 0     | 0     | 0     | 0       | 21    |
| 3:30 AM    | 0    | 0     | 0     | 2     | 4     | 5     | 8     | 0     | 1     | 0     | 0     | 0     | 0       | 20    |
| 3:45 AM    | 0    | 0     | 0     | 0     | 3     | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0       | 9     |
| Hour Total | 0    | 1     | 1     | 6     | 13    | 15    | 17    | 6     | 3     | 0     | 0     | 0     | 0       | 62    |
| 4:00 AM    | 0    | 0     | 0     | 3     | 4     | 4     | 9     | 0     | 1     | 0     | 0     | 0     | 0       | 21    |
| 4:15 AM    | 0    | 1     | 2     | 0     | 7     | 3     | 5     | 2     | 0     | 0     | 0     | 0     | 0       | 20    |
| 4:30 AM    | 0    | 0     | 2     | 0     | 2     | 17    | 10    | 9     | 1     | 0     | 0     | 0     | 0       | 41    |
| 4:45 AM    | 0    | 0     | 0     | 5     | 9     | 14    | 14    | 7     | 2     | 1     | 0     | 0     | 0       | 52    |
| Hour Total | 0    | 1     | 4     | 8     | 22    | 38    | 38    | 18    | 4     | 1     | 0     | 0     | 0       | 134   |
| 5:00 AM    | 0    | 0     | 1     | 2     | 7     | 13    | 10    | 9     | 6     | 0     | 0     | 0     | 0       | 48    |
| 5:15 AM    | 0    | 1     | 1     | 5     | 2     | 15    | 13    | 7     | 2     | 3     | 0     | 0     | 0       | 49    |
| 5:30 AM    | 0    | 0     | 1     | 4     | 7     | 20    | 20    | 19    | 5     | 1     | 1     | 0     | 0       | 78    |
| 5:45 AM    | 0    | 0     | 1     | 4     | 10    | 17    | 38    | 27    | 8     | 0     | 0     | 0     | 0       | 105   |
| Hour Total | 0    | 1     | 4     | 15    | 26    | 65    | 81    | 62    | 21    | 4     | 1     | 0     | 0       | 280   |
| 6:00 AM    | 0    | 2     | 0     | 7     | 11    | 15    | 32    | 15    | 10    | 3     | 1     | 0     | 1       | 97    |
| 6:15 AM    | 0    | 1     | 7     | 4     | 10    | 32    | 38    | 28    | 9     | 4     | 1     | 0     | 0       | 134   |
| 6:30 AM    | 0    | 0     | 2     | 14    | 17    | 25    | 49    | 18    | 19    | 6     | 3     | 0     | 0       | 153   |
| 6:45 AM    | 0    | 0     | 0     | 5     | 7     | 20    | 54    | 45    | 16    | 3     | 1     | 0     | 0       | 151   |
| Hour Total | 0    | 3     | 9     | 30    | 45    | 92    | 173   | 106   | 54    | 16    | 6     | 0     | 1       | 535   |
| 7:00 AM    | 0    | 1     | 2     | 1     | 8     | 16    | 49    | 34    | 8     | 4     | 0     | 1     | 0       | 124   |
| 7:15 AM    | 0    | 0     | 3     | 3     | 7     | 17    | 38    | 24    | 10    | 4     | 0     | 1     | 0       | 107   |
| 7:30 AM    | 0    | 1     | 0     | 3     | 4     | 21    | 34    | 14    | 7     | 4     | 1     | 0     | 0       | 89    |
| 7:45 AM    | 0    | 0     | 1     | 3     | 6     | 14    | 30    | 17    | 7     | 1     | 0     | 0     | 0       | 79    |
| Hour Total | 0    | 2     | 6     | 10    | 25    | 68    | 151   | 89    | 32    | 13    | 1     | 2     | 0       | 399   |

|            |   |   |    |    |    |    |    |    |    |   |   |   |   |     |
|------------|---|---|----|----|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 2 | 7  | 2  | 7  | 10 | 17 | 16 | 6  | 0 | 1 | 0 | 0 | 68  |
| 8:15 AM    | 0 | 0 | 1  | 2  | 6  | 9  | 18 | 10 | 1  | 1 | 0 | 0 | 0 | 48  |
| 8:30 AM    | 0 | 1 | 0  | 8  | 7  | 14 | 13 | 5  | 4  | 0 | 0 | 0 | 0 | 52  |
| 8:45 AM    | 0 | 1 | 9  | 3  | 7  | 7  | 12 | 7  | 3  | 1 | 0 | 0 | 0 | 50  |
| Hour Total | 0 | 4 | 17 | 15 | 27 | 40 | 60 | 38 | 14 | 2 | 1 | 0 | 0 | 218 |
| 9:00 AM    | 0 | 1 | 2  | 2  | 6  | 6  | 8  | 8  | 2  | 0 | 0 | 0 | 0 | 35  |
| 9:15 AM    | 0 | 0 | 0  | 5  | 8  | 9  | 5  | 4  | 3  | 0 | 0 | 0 | 0 | 34  |
| 9:30 AM    | 0 | 0 | 1  | 6  | 9  | 6  | 6  | 5  | 0  | 0 | 0 | 0 | 0 | 33  |
| 9:45 AM    | 0 | 0 | 3  | 1  | 10 | 8  | 4  | 4  | 1  | 0 | 0 | 0 | 0 | 31  |
| Hour Total | 0 | 1 | 6  | 14 | 33 | 29 | 23 | 21 | 6  | 0 | 0 | 0 | 0 | 133 |
| 10:00 AM   | 0 | 0 | 2  | 7  | 9  | 7  | 7  | 4  | 0  | 0 | 0 | 0 | 0 | 36  |
| 10:15 AM   | 0 | 1 | 3  | 4  | 9  | 7  | 9  | 3  | 4  | 1 | 0 | 0 | 0 | 41  |
| 10:30 AM   | 0 | 0 | 1  | 3  | 7  | 9  | 5  | 2  | 3  | 0 | 0 | 0 | 0 | 30  |
| 10:45 AM   | 0 | 0 | 2  | 5  | 12 | 7  | 9  | 3  | 0  | 0 | 0 | 0 | 0 | 38  |
| Hour Total | 0 | 1 | 8  | 19 | 37 | 30 | 30 | 12 | 7  | 1 | 0 | 0 | 0 | 145 |
| 11:00 AM   | 0 | 0 | 3  | 3  | 7  | 6  | 12 | 3  | 2  | 0 | 0 | 0 | 0 | 36  |
| 11:15 AM   | 0 | 1 | 0  | 3  | 4  | 11 | 6  | 5  | 0  | 0 | 0 | 0 | 0 | 30  |
| 11:30 AM   | 0 | 0 | 2  | 8  | 9  | 13 | 15 | 2  | 1  | 0 | 0 | 0 | 0 | 50  |
| 11:45 AM   | 0 | 0 | 3  | 3  | 8  | 10 | 12 | 4  | 1  | 0 | 0 | 0 | 0 | 41  |
| Hour Total | 0 | 1 | 8  | 17 | 28 | 40 | 45 | 14 | 4  | 0 | 0 | 0 | 0 | 157 |
| 12:00 PM   | 0 | 0 | 1  | 1  | 2  | 13 | 17 | 6  | 2  | 1 | 0 | 0 | 0 | 43  |
| 12:15 PM   | 0 | 0 | 4  | 7  | 3  | 11 | 10 | 7  | 2  | 0 | 0 | 0 | 0 | 44  |
| 12:30 PM   | 0 | 1 | 2  | 2  | 7  | 15 | 5  | 4  | 3  | 0 | 0 | 0 | 0 | 39  |
| 12:45 PM   | 0 | 0 | 3  | 1  | 10 | 10 | 7  | 6  | 2  | 0 | 0 | 0 | 0 | 39  |
| Hour Total | 0 | 1 | 10 | 11 | 22 | 49 | 39 | 23 | 9  | 1 | 0 | 0 | 0 | 165 |
| 1:00 PM    | 0 | 1 | 2  | 1  | 8  | 12 | 9  | 8  | 0  | 0 | 0 | 0 | 0 | 41  |
| 1:15 PM    | 0 | 0 | 4  | 4  | 8  | 9  | 13 | 10 | 3  | 0 | 0 | 0 | 0 | 51  |
| 1:30 PM    | 0 | 0 | 0  | 3  | 3  | 21 | 13 | 12 | 4  | 0 | 0 | 0 | 0 | 56  |
| 1:45 PM    | 0 | 0 | 1  | 2  | 13 | 9  | 7  | 4  | 1  | 0 | 0 | 0 | 0 | 37  |
| Hour Total | 0 | 1 | 7  | 10 | 32 | 51 | 42 | 34 | 8  | 0 | 0 | 0 | 0 | 185 |
| 2:00 PM    | 0 | 1 | 3  | 2  | 8  | 11 | 10 | 7  | 3  | 0 | 0 | 0 | 0 | 45  |
| 2:15 PM    | 0 | 0 | 2  | 1  | 5  | 16 | 10 | 4  | 1  | 1 | 0 | 0 | 0 | 40  |
| 2:30 PM    | 0 | 0 | 1  | 1  | 18 | 38 | 19 | 16 | 6  | 0 | 0 | 0 | 0 | 99  |
| 2:45 PM    | 0 | 0 | 0  | 6  | 6  | 11 | 16 | 7  | 1  | 2 | 0 | 0 | 0 | 49  |
| Hour Total | 0 | 1 | 6  | 10 | 37 | 76 | 55 | 34 | 11 | 3 | 0 | 0 | 0 | 233 |
| 3:00 PM    | 0 | 1 | 0  | 3  | 7  | 8  | 15 | 5  | 2  | 1 | 0 | 0 | 0 | 42  |
| 3:15 PM    | 0 | 0 | 1  | 1  | 4  | 17 | 12 | 11 | 1  | 0 | 0 | 0 | 0 | 47  |
| 3:30 PM    | 0 | 0 | 2  | 0  | 8  | 22 | 22 | 12 | 2  | 1 | 0 | 0 | 0 | 69  |
| 3:45 PM    | 0 | 1 | 0  | 3  | 3  | 6  | 21 | 14 | 5  | 0 | 0 | 0 | 0 | 53  |
| Hour Total | 0 | 2 | 3  | 7  | 22 | 53 | 70 | 42 | 10 | 2 | 0 | 0 | 0 | 211 |

|            |   |    |     |     |     |     |      |     |     |    |    |   |   |      |
|------------|---|----|-----|-----|-----|-----|------|-----|-----|----|----|---|---|------|
| 4:00 PM    | 0 | 0  | 0   | 2   | 5   | 21  | 21   | 12  | 3   | 1  | 0  | 0 | 0 | 65   |
| 4:15 PM    | 0 | 0  | 0   | 3   | 9   | 8   | 19   | 21  | 8   | 2  | 0  | 0 | 0 | 70   |
| 4:30 PM    | 0 | 0  | 2   | 5   | 3   | 13  | 22   | 18  | 4   | 1  | 1  | 0 | 0 | 69   |
| 4:45 PM    | 0 | 0  | 2   | 8   | 9   | 12  | 21   | 14  | 6   | 1  | 0  | 0 | 0 | 73   |
| Hour Total | 0 | 0  | 4   | 18  | 26  | 54  | 83   | 65  | 21  | 5  | 1  | 0 | 0 | 277  |
| 5:00 PM    | 0 | 0  | 2   | 3   | 4   | 24  | 23   | 18  | 10  | 3  | 0  | 0 | 0 | 87   |
| 5:15 PM    | 0 | 0  | 0   | 2   | 1   | 11  | 28   | 17  | 7   | 1  | 0  | 0 | 0 | 67   |
| 5:30 PM    | 0 | 0  | 0   | 1   | 5   | 14  | 17   | 18  | 1   | 2  | 0  | 0 | 0 | 58   |
| 5:45 PM    | 0 | 0  | 3   | 2   | 2   | 8   | 13   | 18  | 4   | 1  | 1  | 0 | 0 | 52   |
| Hour Total | 0 | 0  | 5   | 8   | 12  | 57  | 81   | 71  | 22  | 7  | 1  | 0 | 0 | 264  |
| 6:00 PM    | 0 | 0  | 0   | 1   | 0   | 8   | 12   | 4   | 3   | 0  | 0  | 0 | 0 | 28   |
| 6:15 PM    | 0 | 0  | 1   | 2   | 3   | 1   | 14   | 9   | 3   | 0  | 1  | 0 | 0 | 34   |
| 6:30 PM    | 0 | 0  | 0   | 0   | 2   | 5   | 2    | 4   | 1   | 0  | 0  | 0 | 0 | 14   |
| 6:45 PM    | 0 | 1  | 0   | 1   | 1   | 7   | 1    | 7   | 2   | 2  | 1  | 0 | 0 | 23   |
| Hour Total | 0 | 1  | 1   | 4   | 6   | 21  | 29   | 24  | 9   | 2  | 2  | 0 | 0 | 99   |
| 7:00 PM    | 0 | 0  | 1   | 1   | 3   | 6   | 10   | 9   | 1   | 0  | 0  | 0 | 0 | 31   |
| 7:15 PM    | 0 | 0  | 1   | 1   | 3   | 3   | 3    | 5   | 2   | 0  | 0  | 0 | 0 | 18   |
| 7:30 PM    | 0 | 0  | 0   | 1   | 3   | 6   | 3    | 0   | 0   | 0  | 0  | 0 | 0 | 13   |
| 7:45 PM    | 0 | 0  | 0   | 1   | 2   | 2   | 3    | 5   | 1   | 0  | 0  | 0 | 0 | 14   |
| Hour Total | 0 | 0  | 2   | 4   | 11  | 17  | 19   | 19  | 4   | 0  | 0  | 0 | 0 | 76   |
| 8:00 PM    | 0 | 1  | 1   | 1   | 1   | 5   | 9    | 4   | 1   | 1  | 0  | 0 | 0 | 24   |
| 8:15 PM    | 0 | 0  | 1   | 3   | 7   | 2   | 6    | 1   | 0   | 0  | 0  | 0 | 0 | 20   |
| 8:30 PM    | 0 | 0  | 0   | 0   | 3   | 1   | 5    | 0   | 1   | 0  | 0  | 0 | 0 | 10   |
| 8:45 PM    | 0 | 0  | 1   | 3   | 5   | 8   | 2    | 4   | 2   | 0  | 0  | 0 | 0 | 25   |
| Hour Total | 0 | 1  | 3   | 7   | 16  | 16  | 22   | 9   | 4   | 1  | 0  | 0 | 0 | 79   |
| 9:00 PM    | 0 | 0  | 4   | 3   | 1   | 3   | 5    | 3   | 0   | 1  | 0  | 0 | 0 | 20   |
| 9:15 PM    | 0 | 0  | 0   | 4   | 1   | 2   | 1    | 0   | 1   | 0  | 0  | 0 | 0 | 9    |
| 9:30 PM    | 0 | 0  | 0   | 2   | 0   | 1   | 1    | 3   | 0   | 0  | 0  | 0 | 0 | 7    |
| 9:45 PM    | 0 | 0  | 0   | 1   | 1   | 4   | 5    | 2   | 0   | 0  | 0  | 0 | 0 | 13   |
| Hour Total | 0 | 0  | 4   | 10  | 3   | 10  | 12   | 8   | 1   | 1  | 0  | 0 | 0 | 49   |
| 10:00 PM   | 0 | 1  | 0   | 2   | 7   | 5   | 9    | 3   | 2   | 0  | 0  | 0 | 0 | 29   |
| 10:15 PM   | 0 | 0  | 0   | 1   | 2   | 5   | 6    | 3   | 2   | 0  | 0  | 0 | 0 | 19   |
| 10:30 PM   | 0 | 0  | 0   | 2   | 0   | 6   | 2    | 2   | 0   | 0  | 0  | 0 | 0 | 12   |
| 10:45 PM   | 0 | 0  | 0   | 1   | 0   | 4   | 3    | 3   | 0   | 1  | 1  | 0 | 0 | 13   |
| Hour Total | 0 | 1  | 0   | 6   | 9   | 20  | 20   | 11  | 4   | 1  | 1  | 0 | 0 | 73   |
| 11:00 PM   | 0 | 0  | 1   | 0   | 3   | 6   | 4    | 2   | 0   | 0  | 0  | 0 | 0 | 16   |
| 11:15 PM   | 0 | 0  | 3   | 1   | 1   | 0   | 3    | 0   | 0   | 0  | 0  | 0 | 0 | 8    |
| 11:30 PM   | 0 | 0  | 0   | 0   | 2   | 7   | 6    | 1   | 0   | 1  | 0  | 0 | 0 | 17   |
| 11:45 PM   | 1 | 1  | 0   | 4   | 6   | 3   | 1    | 1   | 0   | 0  | 0  | 0 | 0 | 17   |
| Hour Total | 1 | 1  | 4   | 5   | 12  | 16  | 14   | 4   | 0   | 1  | 0  | 0 | 0 | 58   |
| Totals     | 1 | 27 | 117 | 248 | 494 | 901 | 1127 | 723 | 249 | 62 | 14 | 2 | 1 | 3966 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Inside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/4/2011

North Bound, South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 32      | MPH |
| Median Speed (50th percentile)   | : | 41      | MPH |
| Average Speed - All Vehicles     | : | 40      | MPH |
| 85th Percentile Speed            | : | 48      | MPH |
| 95th Percentile Speed            | : | 53      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 2028    |     |
| Percentage of Vehicles in Pace   | : | 51.13%  |     |
| Number of Vehicles >= 25 MPH     | : | 3821    |     |
| Percentage of Vehicles >= 25 MPH | : | 96.34%  |     |

5/4/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 12         | 23        |             |           | 5          | 20        |             |           |                 |           |
| 12:15          | 7          | 28        |             |           | 6          | 16        |             |           |                 |           |
| 12:30          | 6          | 25        |             |           | 5          | 14        |             |           |                 |           |
| 12:45          | 6          | 20        | 31          | 96        | 3          | 19        | 19          | 69        | 50              | 165       |
| 1:00           | 6          | 29        |             |           | 9          | 12        |             |           |                 |           |
| 1:15           | 1          | 32        |             |           | 4          | 19        |             |           |                 |           |
| 1:30           | 2          | 27        |             |           | 2          | 29        |             |           |                 |           |
| 1:45           | 5          | 19        | 14          | 107       | 5          | 18        | 20          | 78        | 34              | 185       |
| 2:00           | 10         | 25        |             |           | 6          | 20        |             |           |                 |           |
| 2:15           | 4          | 22        |             |           | 2          | 18        |             |           |                 |           |
| 2:30           | 9          | 59        |             |           | 7          | 40        |             |           |                 |           |
| 2:45           | 7          | 20        | 30          | 126       | 5          | 29        | 20          | 107       | 50              | 233       |
| 3:00           | 10         | 22        |             |           | 2          | 20        |             |           |                 |           |
| 3:15           | 12         | 25        |             |           | 9          | 22        |             |           |                 |           |
| 3:30           | 15         | 32        |             |           | 5          | 37        |             |           |                 |           |
| 3:45           | 4          | 16        | 41          | 95        | 5          | 37        | 21          | 116       | 62              | 211       |
| 4:00           | 13         | 34        |             |           | 8          | 31        |             |           |                 |           |
| 4:15           | 13         | 30        |             |           | 7          | 40        |             |           |                 |           |
| 4:30           | 31         | 27        |             |           | 10         | 42        |             |           |                 |           |
| 4:45           | 32         | 33        | 89          | 124       | 20         | 40        | 45          | 153       | 134             | 277       |
| 5:00           | 35         | 42        |             |           | 13         | 45        |             |           |                 |           |
| 5:15           | 39         | 30        |             |           | 10         | 37        |             |           |                 |           |
| 5:30           | 55         | 22        |             |           | 23         | 36        |             |           |                 |           |
| 5:45           | 79         | 16        | 208         | 110       | 26         | 36        | 72          | 154       | 280             | 264       |
| 6:00           | 79         | 15        |             |           | 18         | 13        |             |           |                 |           |
| 6:15           | 108        | 11        |             |           | 26         | 23        |             |           |                 |           |
| 6:30           | 132        | 6         |             |           | 21         | 8         |             |           |                 |           |
| 6:45           | 120        | 11        | 439         | 43        | 31         | 12        | 96          | 56        | 535             | 99        |
| 7:00           | 106        | 12        |             |           | 18         | 19        |             |           |                 |           |
| 7:15           | 75         | 8         |             |           | 32         | 10        |             |           |                 |           |
| 7:30           | 66         | 8         |             |           | 23         | 5         |             |           |                 |           |
| 7:45           | 61         | 7         | 308         | 35        | 18         | 7         | 91          | 41        | 399             | 76        |
| 8:00           | 48         | 11        |             |           | 20         | 13        |             |           |                 |           |
| 8:15           | 26         | 10        |             |           | 22         | 10        |             |           |                 |           |
| 8:30           | 39         | 7         |             |           | 13         | 3         |             |           |                 |           |
| 8:45           | 36         | 16        | 149         | 44        | 14         | 9         | 69          | 35        | 218             | 79        |
| 9:00           | 20         | 12        |             |           | 15         | 8         |             |           |                 |           |
| 9:15           | 24         | 4         |             |           | 10         | 5         |             |           |                 |           |
| 9:30           | 20         | 3         |             |           | 13         | 4         |             |           |                 |           |
| 9:45           | 12         | 5         | 76          | 24        | 19         | 8         | 57          | 25        | 133             | 49        |
| 10:00          | 17         | 9         |             |           | 19         | 20        |             |           |                 |           |
| 10:15          | 29         | 9         |             |           | 12         | 10        |             |           |                 |           |
| 10:30          | 16         | 11        |             |           | 14         | 1         |             |           |                 |           |
| 10:45          | 24         | 9         | 86          | 38        | 14         | 4         | 59          | 35        | 145             | 73        |
| 11:00          | 25         | 8         |             |           | 11         | 8         |             |           |                 |           |
| 11:15          | 17         | 7         |             |           | 13         | 1         |             |           |                 |           |
| 11:30          | 28         | 11        |             |           | 22         | 6         |             |           |                 |           |
| 11:45          | 21         | 11        | 91          | 37        | 20         | 6         | 66          | 21        | 157             | 58        |
| Total          | 1562       | 879       | 1562        | 879       | 635        | 890       | 635         | 890       | 2197            | 1769      |
| Combined Total | 2441       |           | 2441        |           | 1525       |           | 1525        |           | 3966            |           |
| AM Peak        | 6:15 AM    |           |             |           | 6:45 AM    |           |             |           |                 |           |
| Vol.           | 466        |           |             |           | 104        |           |             |           |                 |           |
| P.H.F.         | 0.883      |           |             |           | 0.813      |           |             |           |                 |           |
| PM Peak        | 4:15 PM    |           |             |           | 4:15 PM    |           |             |           |                 |           |
| Vol.           | 132        |           |             |           | 167        |           |             |           |                 |           |
| P.H.F.         | 0.786      |           |             |           | 0.928      |           |             |           |                 |           |
| Percentage     | 64.0%      | 36.0%     |             |           | 41.6%      | 58.4%     |             |           |                 |           |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #:11-7199-002n

Date: 5/5/2011

THURSDAY

North Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 4    | 0    | 1     | 1                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 12:15 AM   | 0             | 4    | 1    | 1     | 0                | 0                | 0                | 9                 | 0                | 0                 | 0                | 0               | 0                | 15    |
| 12:30 AM   | 0             | 3    | 2    | 1     | 1                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 14    |
| 12:45 AM   | 0             | 5    | 1    | 0     | 0                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 16    |
| Hour Total | 0             | 16   | 4    | 3     | 2                | 0                | 0                | 33                | 0                | 0                 | 0                | 0               | 0                | 58    |
| 1:00 AM    | 0             | 3    | 1    | 0     | 1                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 1:15 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 15                | 0                | 0                 | 0                | 0               | 0                | 18    |
| 1:30 AM    | 0             | 3    | 1    | 0     | 0                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 1:45 AM    | 0             | 7    | 3    | 0     | 0                | 1                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| Hour Total | 0             | 16   | 5    | 0     | 1                | 1                | 0                | 34                | 0                | 0                 | 0                | 0               | 0                | 57    |
| 2:00 AM    | 0             | 5    | 1    | 0     | 2                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 15    |
| 2:15 AM    | 0             | 5    | 3    | 0     | 1                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 19    |
| 2:30 AM    | 0             | 9    | 4    | 0     | 0                | 2                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| 2:45 AM    | 0             | 11   | 2    | 0     | 0                | 1                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 24    |
| Hour Total | 0             | 30   | 10   | 0     | 3                | 3                | 0                | 32                | 0                | 0                 | 0                | 0               | 0                | 78    |
| 3:00 AM    | 0             | 3    | 1    | 0     | 0                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 11    |
| 3:15 AM    | 0             | 5    | 2    | 0     | 0                | 1                | 0                | 12                | 2                | 0                 | 0                | 0               | 0                | 22    |
| 3:30 AM    | 0             | 3    | 0    | 0     | 2                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 3:45 AM    | 0             | 5    | 1    | 0     | 1                | 0                | 0                | 14                | 0                | 0                 | 0                | 0               | 0                | 21    |
| Hour Total | 0             | 16   | 4    | 0     | 3                | 1                | 0                | 38                | 2                | 0                 | 0                | 0               | 0                | 64    |
| 4:00 AM    | 0             | 4    | 4    | 1     | 1                | 0                | 0                | 11                | 1                | 0                 | 0                | 0               | 0                | 22    |
| 4:15 AM    | 0             | 5    | 3    | 0     | 2                | 0                | 0                | 9                 | 0                | 0                 | 0                | 0               | 0                | 19    |
| 4:30 AM    | 0             | 10   | 2    | 0     | 0                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| 4:45 AM    | 0             | 11   | 0    | 0     | 1                | 0                | 0                | 22                | 1                | 0                 | 0                | 0               | 0                | 35    |
| Hour Total | 0             | 30   | 9    | 1     | 4                | 0                | 0                | 50                | 2                | 0                 | 0                | 0               | 0                | 96    |
| 5:00 AM    | 0             | 11   | 2    | 0     | 0                | 0                | 0                | 15                | 0                | 0                 | 0                | 0               | 0                | 28    |
| 5:15 AM    | 0             | 20   | 4    | 0     | 3                | 0                | 0                | 15                | 0                | 0                 | 0                | 0               | 0                | 42    |
| 5:30 AM    | 0             | 29   | 5    | 0     | 3                | 0                | 0                | 21                | 1                | 0                 | 2                | 0               | 0                | 61    |
| 5:45 AM    | 0             | 28   | 3    | 1     | 6                | 0                | 0                | 16                | 2                | 0                 | 2                | 1               | 0                | 59    |
| Hour Total | 0             | 88   | 14   | 1     | 12               | 0                | 0                | 67                | 3                | 0                 | 4                | 1               | 0                | 190   |
| 6:00 AM    | 0             | 12   | 5    | 0     | 2                | 0                | 0                | 19                | 0                | 0                 | 0                | 0               | 0                | 38    |
| 6:15 AM    | 0             | 14   | 0    | 0     | 1                | 1                | 0                | 13                | 0                | 0                 | 5                | 0               | 0                | 34    |
| 6:30 AM    | 0             | 9    | 4    | 0     | 1                | 0                | 0                | 15                | 0                | 0                 | 1                | 0               | 0                | 30    |
| 6:45 AM    | 0             | 15   | 3    | 1     | 2                | 0                | 0                | 15                | 2                | 0                 | 2                | 0               | 0                | 40    |
| Hour Total | 0             | 50   | 12   | 1     | 6                | 1                | 0                | 62                | 2                | 0                 | 8                | 0               | 0                | 142   |
| 7:00 AM    | 0             | 8    | 3    | 1     | 3                | 1                | 0                | 23                | 0                | 0                 | 1                | 0               | 0                | 40    |
| 7:15 AM    | 0             | 5    | 3    | 0     | 4                | 0                | 0                | 21                | 1                | 0                 | 0                | 0               | 0                | 34    |
| 7:30 AM    | 0             | 8    | 1    | 0     | 1                | 1                | 0                | 14                | 0                | 0                 | 0                | 0               | 0                | 25    |
| 7:45 AM    | 0             | 13   | 4    | 0     | 1                | 0                | 0                | 16                | 0                | 0                 | 1                | 0               | 0                | 35    |
| Hour Total | 0             | 34   | 11   | 1     | 9                | 2                | 0                | 74                | 1                | 0                 | 2                | 0               | 0                | 134   |

|            |   |     |    |   |    |   |   |    |   |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|----|---|---|----|---|---|-----|
| 8:00 AM    | 0 | 12  | 4  | 0 | 0  | 0 | 0 | 15 | 1 | 0 | 0  | 0 | 0 | 32  |
| 8:15 AM    | 0 | 9   | 6  | 0 | 2  | 0 | 0 | 17 | 1 | 0 | 0  | 0 | 0 | 35  |
| 8:30 AM    | 0 | 2   | 4  | 0 | 2  | 2 | 0 | 17 | 1 | 0 | 1  | 0 | 0 | 29  |
| 8:45 AM    | 0 | 9   | 4  | 0 | 2  | 0 | 0 | 14 | 0 | 0 | 5  | 0 | 0 | 34  |
| Hour Total | 0 | 32  | 18 | 0 | 6  | 2 | 0 | 63 | 3 | 0 | 6  | 0 | 0 | 130 |
| 9:00 AM    | 0 | 4   | 0  | 0 | 3  | 2 | 0 | 19 | 0 | 0 | 3  | 0 | 0 | 31  |
| 9:15 AM    | 0 | 3   | 1  | 0 | 3  | 0 | 0 | 13 | 2 | 0 | 6  | 0 | 0 | 28  |
| 9:30 AM    | 0 | 9   | 3  | 0 | 0  | 0 | 0 | 13 | 1 | 0 | 0  | 0 | 0 | 26  |
| 9:45 AM    | 0 | 6   | 6  | 0 | 1  | 1 | 0 | 10 | 0 | 0 | 2  | 0 | 0 | 26  |
| Hour Total | 0 | 22  | 10 | 0 | 7  | 3 | 0 | 55 | 3 | 0 | 11 | 0 | 0 | 111 |
| 10:00 AM   | 0 | 3   | 3  | 0 | 0  | 1 | 0 | 20 | 3 | 0 | 1  | 0 | 0 | 31  |
| 10:15 AM   | 0 | 8   | 4  | 0 | 2  | 0 | 0 | 10 | 0 | 0 | 1  | 0 | 0 | 25  |
| 10:30 AM   | 0 | 12  | 3  | 1 | 2  | 0 | 0 | 15 | 1 | 0 | 2  | 0 | 0 | 36  |
| 10:45 AM   | 0 | 12  | 3  | 1 | 1  | 1 | 0 | 9  | 0 | 0 | 5  | 0 | 0 | 32  |
| Hour Total | 0 | 35  | 13 | 2 | 5  | 2 | 0 | 54 | 4 | 0 | 9  | 0 | 0 | 124 |
| 11:00 AM   | 0 | 11  | 3  | 0 | 3  | 1 | 0 | 10 | 0 | 0 | 5  | 0 | 0 | 33  |
| 11:15 AM   | 2 | 11  | 6  | 1 | 2  | 0 | 0 | 15 | 0 | 0 | 2  | 0 | 0 | 39  |
| 11:30 AM   | 0 | 11  | 4  | 0 | 0  | 1 | 0 | 21 | 1 | 0 | 3  | 0 | 0 | 41  |
| 11:45 AM   | 0 | 16  | 3  | 0 | 3  | 1 | 0 | 11 | 1 | 0 | 5  | 0 | 0 | 40  |
| Hour Total | 2 | 49  | 16 | 1 | 8  | 3 | 0 | 57 | 2 | 0 | 15 | 0 | 0 | 153 |
| 12:00 PM   | 0 | 15  | 2  | 0 | 5  | 0 | 0 | 9  | 0 | 0 | 5  | 1 | 0 | 37  |
| 12:15 PM   | 0 | 7   | 2  | 1 | 3  | 0 | 0 | 6  | 0 | 0 | 3  | 0 | 0 | 22  |
| 12:30 PM   | 1 | 8   | 0  | 1 | 1  | 1 | 0 | 10 | 0 | 0 | 2  | 0 | 0 | 24  |
| 12:45 PM   | 0 | 15  | 1  | 0 | 0  | 0 | 0 | 10 | 0 | 0 | 1  | 0 | 0 | 27  |
| Hour Total | 1 | 45  | 5  | 2 | 9  | 1 | 0 | 35 | 0 | 0 | 11 | 1 | 0 | 110 |
| 1:00 PM    | 0 | 8   | 4  | 0 | 5  | 0 | 0 | 4  | 0 | 0 | 4  | 0 | 0 | 25  |
| 1:15 PM    | 0 | 13  | 3  | 0 | 5  | 0 | 0 | 12 | 0 | 0 | 2  | 0 | 0 | 35  |
| 1:30 PM    | 0 | 16  | 7  | 0 | 1  | 1 | 0 | 8  | 1 | 0 | 2  | 0 | 0 | 36  |
| 1:45 PM    | 0 | 11  | 3  | 1 | 2  | 0 | 0 | 7  | 0 | 0 | 2  | 0 | 0 | 26  |
| Hour Total | 0 | 48  | 17 | 1 | 13 | 1 | 0 | 31 | 1 | 0 | 10 | 0 | 0 | 122 |
| 2:00 PM    | 0 | 10  | 4  | 0 | 1  | 1 | 0 | 11 | 0 | 0 | 2  | 0 | 0 | 29  |
| 2:15 PM    | 0 | 11  | 3  | 0 | 3  | 0 | 0 | 7  | 1 | 0 | 4  | 0 | 0 | 29  |
| 2:30 PM    | 0 | 21  | 6  | 1 | 4  | 0 | 0 | 9  | 2 | 0 | 1  | 0 | 0 | 44  |
| 2:45 PM    | 0 | 33  | 8  | 2 | 3  | 1 | 0 | 14 | 2 | 0 | 2  | 0 | 0 | 65  |
| Hour Total | 0 | 75  | 21 | 3 | 11 | 2 | 0 | 41 | 5 | 0 | 9  | 0 | 0 | 167 |
| 3:00 PM    | 0 | 24  | 9  | 0 | 6  | 0 | 0 | 8  | 0 | 0 | 3  | 1 | 0 | 51  |
| 3:15 PM    | 0 | 18  | 7  | 2 | 4  | 1 | 0 | 7  | 1 | 0 | 1  | 0 | 0 | 41  |
| 3:30 PM    | 0 | 34  | 11 | 0 | 2  | 0 | 0 | 8  | 2 | 0 | 0  | 1 | 0 | 58  |
| 3:45 PM    | 0 | 37  | 14 | 0 | 7  | 1 | 0 | 11 | 2 | 0 | 0  | 0 | 0 | 72  |
| Hour Total | 0 | 113 | 41 | 2 | 19 | 2 | 0 | 34 | 5 | 0 | 4  | 2 | 0 | 222 |



|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 37    | 4     | 0    | 11   | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 55   |
| 4:15 PM    | 0    | 43    | 22    | 0    | 3    | 2    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 78   |
| 4:30 PM    | 0    | 60    | 18    | 0    | 8    | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 90   |
| 4:45 PM    | 0    | 46    | 18    | 0    | 9    | 1    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 82   |
| Hour Total | 0    | 186   | 62    | 0    | 31   | 3    | 0    | 21    | 2    | 0    | 0    | 0    | 0    | 305  |
| 5:00 PM    | 2    | 51    | 16    | 0    | 6    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 79   |
| 5:15 PM    | 0    | 58    | 19    | 0    | 4    | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 87   |
| 5:30 PM    | 0    | 48    | 12    | 0    | 9    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 71   |
| 5:45 PM    | 0    | 47    | 16    | 0    | 3    | 0    | 0    | 3     | 0    | 1    | 0    | 0    | 0    | 70   |
| Hour Total | 2    | 204   | 63    | 0    | 22   | 0    | 0    | 14    | 1    | 1    | 0    | 0    | 0    | 307  |
| 6:00 PM    | 0    | 35    | 6     | 1    | 4    | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 55   |
| 6:15 PM    | 0    | 41    | 1     | 0    | 6    | 0    | 0    | 10    | 2    | 0    | 0    | 0    | 0    | 60   |
| 6:30 PM    | 1    | 26    | 8     | 0    | 2    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 41   |
| 6:45 PM    | 0    | 31    | 7     | 0    | 1    | 0    | 0    | 10    | 0    | 0    | 0    | 0    | 0    | 49   |
| Hour Total | 1    | 133   | 22    | 1    | 13   | 0    | 0    | 32    | 3    | 0    | 0    | 0    | 0    | 205  |
| 7:00 PM    | 0    | 34    | 4     | 0    | 3    | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 48   |
| 7:15 PM    | 0    | 39    | 5     | 0    | 7    | 2    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 57   |
| 7:30 PM    | 0    | 26    | 5     | 0    | 2    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 40   |
| 7:45 PM    | 0    | 22    | 4     | 0    | 2    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 35   |
| Hour Total | 0    | 121   | 18    | 0    | 14   | 2    | 0    | 23    | 2    | 0    | 0    | 0    | 0    | 180  |
| 8:00 PM    | 1    | 16    | 2     | 0    | 2    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 27   |
| 8:15 PM    | 0    | 7     | 5     | 0    | 1    | 2    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 24   |
| 8:30 PM    | 0    | 9     | 3     | 0    | 2    | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 19   |
| 8:45 PM    | 1    | 16    | 5     | 0    | 1    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 30   |
| Hour Total | 2    | 48    | 15    | 0    | 6    | 2    | 0    | 25    | 2    | 0    | 0    | 0    | 0    | 100  |
| 9:00 PM    | 0    | 16    | 4     | 0    | 1    | 0    | 0    | 14    | 0    | 0    | 0    | 0    | 0    | 35   |
| 9:15 PM    | 0    | 7     | 2     | 0    | 2    | 0    | 0    | 10    | 0    | 0    | 0    | 0    | 0    | 21   |
| 9:30 PM    | 0    | 11    | 2     | 0    | 0    | 0    | 0    | 11    | 0    | 0    | 0    | 0    | 0    | 24   |
| 9:45 PM    | 0    | 6     | 2     | 0    | 0    | 0    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 20   |
| Hour Total | 0    | 40    | 10    | 0    | 3    | 0    | 0    | 47    | 0    | 0    | 0    | 0    | 0    | 100  |
| 10:00 PM   | 0    | 10    | 2     | 0    | 2    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 21   |
| 10:15 PM   | 0    | 8     | 4     | 0    | 0    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 16   |
| 10:30 PM   | 0    | 10    | 2     | 0    | 1    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 20   |
| 10:45 PM   | 0    | 4     | 2     | 0    | 0    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 15   |
| Hour Total | 0    | 32    | 10    | 0    | 3    | 0    | 0    | 27    | 0    | 0    | 0    | 0    | 0    | 72   |
| 11:00 PM   | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 12    | 1    | 0    | 0    | 0    | 0    | 20   |
| 11:15 PM   | 0    | 5     | 0     | 0    | 1    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 8    |
| 11:30 PM   | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 11    | 0    | 0    | 0    | 0    | 0    | 13   |
| 11:45 PM   | 0    | 4     | 2     | 0    | 0    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 13   |
| Hour Total | 0    | 18    | 2     | 0    | 1    | 0    | 0    | 32    | 1    | 0    | 0    | 0    | 0    | 54   |
| Totals     | 8    | 1481  | 412   | 19   | 211  | 31   | 0    | 981   | 44   | 1    | 89   | 4    | 0    | 3281 |
| Percent    | 0.2% | 45.1% | 12.6% | 0.6% | 6.4% | 0.9% | 0.0% | 29.9% | 1.3% | 0.0% | 2.7% | 0.1% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/5/2011

THURSDAY

South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 6    | 1    | 0     | 0                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 14    |
| 12:15 AM   | 0             | 5    | 1    | 1     | 0                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 12:30 AM   | 0             | 1    | 1    | 0     | 0                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| 12:45 AM   | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 1                | 0               | 0                | 4     |
| Hour Total | 0             | 14   | 3    | 1     | 0                | 0                | 0                | 14                | 0                | 0                 | 1                | 0               | 0                | 33    |
| 1:00 AM    | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 4     |
| 1:15 AM    | 0             | 1    | 1    | 1     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 1:30 AM    | 0             | 2    | 1    | 0     | 0                | 0                | 0                | 5                 | 1                | 0                 | 0                | 0               | 0                | 9     |
| 1:45 AM    | 0             | 0    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| Hour Total | 0             | 5    | 2    | 1     | 0                | 0                | 0                | 11                | 1                | 0                 | 0                | 0               | 0                | 20    |
| 2:00 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 2:15 AM    | 0             | 4    | 0    | 0     | 0                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 2:30 AM    | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 7     |
| 2:45 AM    | 0             | 4    | 0    | 0     | 0                | 0                | 1                | 4                 | 0                | 0                 | 0                | 0               | 0                | 9     |
| Hour Total | 0             | 13   | 0    | 0     | 0                | 0                | 1                | 16                | 1                | 0                 | 0                | 0               | 0                | 31    |
| 3:00 AM    | 0             | 4    | 0    | 1     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 8     |
| 3:15 AM    | 0             | 4    | 0    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 7     |
| 3:30 AM    | 0             | 7    | 0    | 0     | 0                | 0                | 0                | 6                 | 0                | 0                 | 1                | 0               | 0                | 14    |
| 3:45 AM    | 0             | 5    | 0    | 0     | 0                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| Hour Total | 0             | 20   | 0    | 1     | 0                | 0                | 0                | 20                | 0                | 0                 | 1                | 0               | 0                | 42    |
| 4:00 AM    | 0             | 8    | 1    | 1     | 0                | 0                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 19    |
| 4:15 AM    | 0             | 20   | 3    | 0     | 0                | 1                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 34    |
| 4:30 AM    | 0             | 17   | 1    | 0     | 0                | 0                | 0                | 14                | 0                | 0                 | 0                | 0               | 0                | 32    |
| 4:45 AM    | 0             | 24   | 5    | 1     | 1                | 1                | 0                | 12                | 1                | 0                 | 0                | 0               | 0                | 45    |
| Hour Total | 0             | 69   | 10   | 2     | 1                | 2                | 0                | 44                | 2                | 0                 | 0                | 0               | 0                | 130   |
| 5:00 AM    | 0             | 30   | 7    | 0     | 1                | 1                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 46    |
| 5:15 AM    | 0             | 59   | 11   | 2     | 1                | 1                | 0                | 15                | 1                | 0                 | 0                | 0               | 0                | 90    |
| 5:30 AM    | 0             | 56   | 13   | 1     | 1                | 1                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 80    |
| 5:45 AM    | 0             | 59   | 13   | 1     | 1                | 2                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 83    |
| Hour Total | 0             | 204  | 44   | 4     | 4                | 5                | 0                | 37                | 1                | 0                 | 0                | 0               | 0                | 299   |
| 6:00 AM    | 0             | 55   | 12   | 1     | 2                | 1                | 0                | 7                 | 2                | 0                 | 1                | 0               | 0                | 81    |
| 6:15 AM    | 0             | 68   | 20   | 0     | 1                | 2                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 99    |
| 6:30 AM    | 0             | 51   | 10   | 2     | 2                | 0                | 0                | 7                 | 2                | 0                 | 0                | 0               | 0                | 74    |
| 6:45 AM    | 0             | 56   | 9    | 0     | 0                | 2                | 0                | 8                 | 2                | 0                 | 1                | 0               | 0                | 78    |
| Hour Total | 0             | 230  | 51   | 3     | 5                | 5                | 0                | 30                | 6                | 0                 | 2                | 0               | 0                | 332   |
| 7:00 AM    | 0             | 56   | 12   | 2     | 1                | 1                | 0                | 10                | 1                | 0                 | 0                | 0               | 0                | 83    |
| 7:15 AM    | 0             | 41   | 7    | 0     | 1                | 1                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 60    |
| 7:30 AM    | 0             | 50   | 7    | 3     | 0                | 2                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 68    |
| 7:45 AM    | 0             | 35   | 3    | 0     | 0                | 1                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 44    |
| Hour Total | 0             | 182  | 29   | 5     | 2                | 5                | 0                | 30                | 2                | 0                 | 0                | 0               | 0                | 255   |

|            |   |    |    |   |   |   |   |    |   |   |   |   |   |     |
|------------|---|----|----|---|---|---|---|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 18 | 3  | 0 | 0 | 1 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 34  |
| 8:15 AM    | 0 | 16 | 2  | 0 | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 30  |
| 8:30 AM    | 1 | 30 | 7  | 0 | 1 | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 0 | 45  |
| 8:45 AM    | 0 | 27 | 5  | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 45  |
| Hour Total | 1 | 91 | 17 | 0 | 1 | 1 | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 154 |
| 9:00 AM    | 0 | 25 | 6  | 1 | 1 | 0 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 49  |
| 9:15 AM    | 1 | 18 | 5  | 0 | 1 | 0 | 0 | 11 | 3 | 0 | 1 | 0 | 0 | 40  |
| 9:30 AM    | 0 | 18 | 5  | 1 | 1 | 1 | 0 | 9  | 2 | 0 | 0 | 0 | 0 | 37  |
| 9:45 AM    | 0 | 33 | 3  | 0 | 1 | 1 | 0 | 6  | 1 | 0 | 2 | 0 | 0 | 47  |
| Hour Total | 1 | 94 | 19 | 2 | 4 | 2 | 0 | 41 | 7 | 0 | 3 | 0 | 0 | 173 |
| 10:00 AM   | 0 | 15 | 4  | 0 | 1 | 0 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 35  |
| 10:15 AM   | 0 | 22 | 5  | 1 | 0 | 0 | 0 | 8  | 1 | 1 | 1 | 0 | 0 | 39  |
| 10:30 AM   | 0 | 22 | 4  | 1 | 0 | 0 | 0 | 6  | 2 | 0 | 0 | 0 | 0 | 35  |
| 10:45 AM   | 0 | 14 | 3  | 1 | 0 | 0 | 0 | 8  | 3 | 1 | 0 | 0 | 0 | 30  |
| Hour Total | 0 | 73 | 16 | 3 | 1 | 0 | 0 | 35 | 8 | 2 | 1 | 0 | 0 | 139 |
| 11:00 AM   | 0 | 16 | 3  | 0 | 0 | 0 | 0 | 6  | 0 | 0 | 0 | 0 | 0 | 25  |
| 11:15 AM   | 0 | 18 | 4  | 1 | 0 | 0 | 0 | 8  | 0 | 0 | 3 | 0 | 0 | 34  |
| 11:30 AM   | 0 | 23 | 4  | 0 | 2 | 1 | 0 | 8  | 0 | 0 | 0 | 0 | 0 | 38  |
| 11:45 AM   | 0 | 18 | 2  | 0 | 0 | 0 | 0 | 8  | 2 | 0 | 0 | 0 | 0 | 30  |
| Hour Total | 0 | 75 | 13 | 1 | 2 | 1 | 0 | 30 | 2 | 0 | 3 | 0 | 0 | 127 |
| 12:00 PM   | 0 | 17 | 5  | 0 | 1 | 0 | 0 | 10 | 2 | 1 | 0 | 0 | 0 | 36  |
| 12:15 PM   | 0 | 15 | 7  | 1 | 0 | 0 | 0 | 8  | 1 | 0 | 2 | 0 | 0 | 34  |
| 12:30 PM   | 0 | 15 | 4  | 0 | 1 | 0 | 0 | 6  | 3 | 0 | 1 | 0 | 0 | 30  |
| 12:45 PM   | 0 | 9  | 6  | 0 | 1 | 0 | 0 | 6  | 0 | 0 | 0 | 0 | 0 | 22  |
| Hour Total | 0 | 56 | 22 | 1 | 3 | 0 | 0 | 30 | 6 | 1 | 3 | 0 | 0 | 122 |
| 1:00 PM    | 0 | 14 | 5  | 0 | 0 | 0 | 0 | 7  | 1 | 0 | 0 | 0 | 0 | 27  |
| 1:15 PM    | 0 | 23 | 5  | 0 | 1 | 0 | 0 | 6  | 2 | 0 | 2 | 0 | 0 | 39  |
| 1:30 PM    | 0 | 13 | 7  | 0 | 0 | 0 | 0 | 6  | 0 | 0 | 1 | 0 | 0 | 27  |
| 1:45 PM    | 0 | 15 | 6  | 2 | 0 | 0 | 0 | 7  | 0 | 0 | 0 | 0 | 0 | 30  |
| Hour Total | 0 | 65 | 23 | 2 | 1 | 0 | 0 | 26 | 3 | 0 | 3 | 0 | 0 | 123 |
| 2:00 PM    | 0 | 19 | 3  | 1 | 1 | 0 | 0 | 6  | 1 | 0 | 0 | 0 | 0 | 31  |
| 2:15 PM    | 0 | 15 | 4  | 3 | 0 | 1 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 25  |
| 2:30 PM    | 0 | 15 | 2  | 0 | 1 | 0 | 0 | 7  | 2 | 0 | 1 | 0 | 0 | 28  |
| 2:45 PM    | 0 | 15 | 6  | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 32  |
| Hour Total | 0 | 64 | 15 | 4 | 2 | 1 | 0 | 25 | 3 | 0 | 2 | 0 | 0 | 116 |
| 3:00 PM    | 0 | 15 | 4  | 0 | 0 | 0 | 0 | 5  | 2 | 0 | 0 | 0 | 0 | 26  |
| 3:15 PM    | 0 | 8  | 2  | 1 | 0 | 0 | 0 | 6  | 1 | 0 | 0 | 0 | 0 | 18  |
| 3:30 PM    | 0 | 19 | 10 | 0 | 0 | 1 | 0 | 6  | 1 | 0 | 0 | 0 | 0 | 37  |
| 3:45 PM    | 0 | 15 | 4  | 0 | 0 | 0 | 0 | 4  | 1 | 0 | 0 | 0 | 0 | 24  |
| Hour Total | 0 | 57 | 20 | 1 | 0 | 1 | 0 | 21 | 5 | 0 | 0 | 0 | 0 | 105 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 17    | 3     | 1    | 1    | 0    | 0    | 5     | 2    | 0    | 0    | 0    | 0    | 29   |
| 4:15 PM    | 0    | 14    | 4     | 1    | 0    | 0    | 0    | 4     | 1    | 0    | 1    | 0    | 0    | 25   |
| 4:30 PM    | 0    | 19    | 6     | 1    | 0    | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 28   |
| 4:45 PM    | 1    | 18    | 3     | 1    | 1    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 30   |
| Hour Total | 1    | 68    | 16    | 4    | 2    | 1    | 0    | 16    | 3    | 0    | 1    | 0    | 0    | 112  |
| 5:00 PM    | 0    | 14    | 4     | 0    | 0    | 0    | 0    | 5     | 1    | 0    | 1    | 0    | 0    | 25   |
| 5:15 PM    | 0    | 18    | 3     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 23   |
| 5:30 PM    | 0    | 15    | 3     | 0    | 0    | 0    | 1    | 4     | 2    | 0    | 1    | 0    | 0    | 26   |
| 5:45 PM    | 0    | 14    | 3     | 0    | 1    | 1    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 22   |
| Hour Total | 0    | 61    | 13    | 0    | 1    | 1    | 1    | 14    | 3    | 0    | 2    | 0    | 0    | 96   |
| 6:00 PM    | 0    | 16    | 10    | 1    | 0    | 1    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 35   |
| 6:15 PM    | 0    | 13    | 4     | 0    | 1    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 22   |
| 6:30 PM    | 0    | 15    | 6     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 23   |
| 6:45 PM    | 0    | 13    | 6     | 0    | 0    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 25   |
| Hour Total | 0    | 57    | 26    | 1    | 1    | 1    | 0    | 19    | 0    | 0    | 0    | 0    | 0    | 105  |
| 7:00 PM    | 0    | 11    | 5     | 1    | 0    | 1    | 0    | 8     | 2    | 0    | 0    | 0    | 0    | 28   |
| 7:15 PM    | 0    | 14    | 0     | 0    | 0    | 1    | 0    | 10    | 1    | 0    | 0    | 0    | 0    | 26   |
| 7:30 PM    | 0    | 10    | 3     | 0    | 0    | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 21   |
| 7:45 PM    | 0    | 7     | 2     | 0    | 0    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 15   |
| Hour Total | 0    | 42    | 10    | 1    | 0    | 2    | 0    | 31    | 4    | 0    | 0    | 0    | 0    | 90   |
| 8:00 PM    | 0    | 7     | 1     | 0    | 0    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 14   |
| 8:15 PM    | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 8    |
| 8:30 PM    | 0    | 6     | 2     | 0    | 0    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 12   |
| 8:45 PM    | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 9    |
| Hour Total | 0    | 25    | 4     | 0    | 0    | 0    | 0    | 14    | 0    | 0    | 0    | 0    | 0    | 43   |
| 9:00 PM    | 0    | 8     | 0     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 9    |
| 9:15 PM    | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 12   |
| 9:30 PM    | 0    | 8     | 4     | 0    | 0    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 17   |
| 9:45 PM    | 0    | 4     | 2     | 0    | 0    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 11   |
| Hour Total | 0    | 26    | 7     | 0    | 0    | 0    | 0    | 16    | 0    | 0    | 0    | 0    | 0    | 49   |
| 10:00 PM   | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 12   |
| 10:15 PM   | 0    | 6     | 3     | 0    | 0    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 13   |
| 10:30 PM   | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 11   |
| 10:45 PM   | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 10   |
| Hour Total | 0    | 22    | 4     | 0    | 0    | 0    | 0    | 20    | 0    | 0    | 0    | 0    | 0    | 46   |
| 11:00 PM   | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 7    |
| 11:15 PM   | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 7    |
| 11:30 PM   | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 8    |
| 11:45 PM   | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 7    |
| Hour Total | 0    | 15    | 3     | 0    | 0    | 0    | 0    | 9     | 2    | 0    | 0    | 0    | 0    | 29   |
| Totals     | 3    | 1628  | 367   | 37   | 30   | 28   | 2    | 590   | 61   | 3    | 22   | 0    | 0    | 2771 |
| Percent    | 0.1% | 58.8% | 13.2% | 1.3% | 1.1% | 1.0% | 0.1% | 21.3% | 2.2% | 0.1% | 0.8% | 0.0% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/5/2011

THURSDAY

North Bound, South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Total |
|------------|---------------|------|------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|-------|
|            | Bikes         | Tlrs | Long | Buses |               |               |               |                |               |                |               |              |               |       |
| 12:00 AM   | 0             | 10   | 1    | 1     | 1             | 0             | 0             | 14             | 0             | 0              | 0             | 0            | 0             | 27    |
| 12:15 AM   | 0             | 9    | 2    | 2     | 0             | 0             | 0             | 15             | 0             | 0              | 0             | 0            | 0             | 28    |
| 12:30 AM   | 0             | 4    | 3    | 1     | 1             | 0             | 0             | 7              | 0             | 0              | 0             | 0            | 0             | 16    |
| 12:45 AM   | 0             | 7    | 1    | 0     | 0             | 0             | 0             | 11             | 0             | 0              | 1             | 0            | 0             | 20    |
| Hour Total | 0             | 30   | 7    | 4     | 2             | 0             | 0             | 47             | 0             | 0              | 1             | 0            | 0             | 91    |
| 1:00 AM    | 0             | 5    | 1    | 0     | 1             | 0             | 0             | 10             | 0             | 0              | 0             | 0            | 0             | 17    |
| 1:15 AM    | 0             | 4    | 1    | 1     | 0             | 0             | 0             | 17             | 0             | 0              | 0             | 0            | 0             | 23    |
| 1:30 AM    | 0             | 5    | 2    | 0     | 0             | 0             | 0             | 11             | 1             | 0              | 0             | 0            | 0             | 19    |
| 1:45 AM    | 0             | 7    | 3    | 0     | 0             | 1             | 0             | 7              | 0             | 0              | 0             | 0            | 0             | 18    |
| Hour Total | 0             | 21   | 7    | 1     | 1             | 1             | 0             | 45             | 1             | 0              | 0             | 0            | 0             | 77    |
| 2:00 AM    | 0             | 8    | 1    | 0     | 2             | 0             | 0             | 9              | 0             | 0              | 0             | 0            | 0             | 20    |
| 2:15 AM    | 0             | 9    | 3    | 0     | 1             | 0             | 0             | 16             | 0             | 0              | 0             | 0            | 0             | 29    |
| 2:30 AM    | 0             | 11   | 4    | 0     | 0             | 2             | 0             | 9              | 1             | 0              | 0             | 0            | 0             | 27    |
| 2:45 AM    | 0             | 15   | 2    | 0     | 0             | 1             | 1             | 14             | 0             | 0              | 0             | 0            | 0             | 33    |
| Hour Total | 0             | 43   | 10   | 0     | 3             | 3             | 1             | 48             | 1             | 0              | 0             | 0            | 0             | 109   |
| 3:00 AM    | 0             | 7    | 1    | 1     | 0             | 0             | 0             | 10             | 0             | 0              | 0             | 0            | 0             | 19    |
| 3:15 AM    | 0             | 9    | 2    | 0     | 0             | 1             | 0             | 15             | 2             | 0              | 0             | 0            | 0             | 29    |
| 3:30 AM    | 0             | 10   | 0    | 0     | 2             | 0             | 0             | 11             | 0             | 0              | 1             | 0            | 0             | 24    |
| 3:45 AM    | 0             | 10   | 1    | 0     | 1             | 0             | 0             | 22             | 0             | 0              | 0             | 0            | 0             | 34    |
| Hour Total | 0             | 36   | 4    | 1     | 3             | 1             | 0             | 58             | 2             | 0              | 1             | 0            | 0             | 106   |
| 4:00 AM    | 0             | 12   | 5    | 2     | 1             | 0             | 0             | 19             | 2             | 0              | 0             | 0            | 0             | 41    |
| 4:15 AM    | 0             | 25   | 6    | 0     | 2             | 1             | 0             | 19             | 0             | 0              | 0             | 0            | 0             | 53    |
| 4:30 AM    | 0             | 27   | 3    | 0     | 0             | 0             | 0             | 22             | 0             | 0              | 0             | 0            | 0             | 52    |
| 4:45 AM    | 0             | 35   | 5    | 1     | 2             | 1             | 0             | 34             | 2             | 0              | 0             | 0            | 0             | 80    |
| Hour Total | 0             | 99   | 19   | 3     | 5             | 2             | 0             | 94             | 4             | 0              | 0             | 0            | 0             | 226   |
| 5:00 AM    | 0             | 41   | 9    | 0     | 1             | 1             | 0             | 22             | 0             | 0              | 0             | 0            | 0             | 74    |
| 5:15 AM    | 0             | 79   | 15   | 2     | 4             | 1             | 0             | 30             | 1             | 0              | 0             | 0            | 0             | 132   |
| 5:30 AM    | 0             | 85   | 18   | 1     | 4             | 1             | 0             | 29             | 1             | 0              | 2             | 0            | 0             | 141   |
| 5:45 AM    | 0             | 87   | 16   | 2     | 7             | 2             | 0             | 23             | 2             | 0              | 2             | 1            | 0             | 142   |
| Hour Total | 0             | 292  | 58   | 5     | 16            | 5             | 0             | 104            | 4             | 0              | 4             | 1            | 0             | 489   |
| 6:00 AM    | 0             | 67   | 17   | 1     | 4             | 1             | 0             | 26             | 2             | 0              | 1             | 0            | 0             | 119   |
| 6:15 AM    | 0             | 82   | 20   | 0     | 2             | 3             | 0             | 21             | 0             | 0              | 5             | 0            | 0             | 133   |
| 6:30 AM    | 0             | 60   | 14   | 2     | 3             | 0             | 0             | 22             | 2             | 0              | 1             | 0            | 0             | 104   |
| 6:45 AM    | 0             | 71   | 12   | 1     | 2             | 2             | 0             | 23             | 4             | 0              | 3             | 0            | 0             | 118   |
| Hour Total | 0             | 280  | 63   | 4     | 11            | 6             | 0             | 92             | 8             | 0              | 10            | 0            | 0             | 474   |
| 7:00 AM    | 0             | 64   | 15   | 3     | 4             | 2             | 0             | 33             | 1             | 0              | 1             | 0            | 0             | 123   |
| 7:15 AM    | 0             | 46   | 10   | 0     | 5             | 1             | 0             | 31             | 1             | 0              | 0             | 0            | 0             | 94    |
| 7:30 AM    | 0             | 58   | 8    | 3     | 1             | 3             | 0             | 20             | 0             | 0              | 0             | 0            | 0             | 93    |
| 7:45 AM    | 0             | 48   | 7    | 0     | 1             | 1             | 0             | 20             | 1             | 0              | 1             | 0            | 0             | 79    |
| Hour Total | 0             | 216  | 40   | 6     | 11            | 7             | 0             | 104            | 3             | 0              | 2             | 0            | 0             | 389   |

|            |   |     |    |   |    |   |   |     |    |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|-----|----|---|----|---|---|-----|
| 8:00 AM    | 0 | 30  | 7  | 0 | 0  | 1 | 0 | 27  | 1  | 0 | 0  | 0 | 0 | 66  |
| 8:15 AM    | 0 | 25  | 8  | 0 | 2  | 0 | 0 | 28  | 2  | 0 | 0  | 0 | 0 | 65  |
| 8:30 AM    | 1 | 32  | 11 | 0 | 3  | 2 | 0 | 22  | 2  | 0 | 1  | 0 | 0 | 74  |
| 8:45 AM    | 0 | 36  | 9  | 0 | 2  | 0 | 0 | 27  | 0  | 0 | 5  | 0 | 0 | 79  |
| Hour Total | 1 | 123 | 35 | 0 | 7  | 3 | 0 | 104 | 5  | 0 | 6  | 0 | 0 | 284 |
| 9:00 AM    | 0 | 29  | 6  | 1 | 4  | 2 | 0 | 34  | 1  | 0 | 3  | 0 | 0 | 80  |
| 9:15 AM    | 1 | 21  | 6  | 0 | 4  | 0 | 0 | 24  | 5  | 0 | 7  | 0 | 0 | 68  |
| 9:30 AM    | 0 | 27  | 8  | 1 | 1  | 1 | 0 | 22  | 3  | 0 | 0  | 0 | 0 | 63  |
| 9:45 AM    | 0 | 39  | 9  | 0 | 2  | 2 | 0 | 16  | 1  | 0 | 4  | 0 | 0 | 73  |
| Hour Total | 1 | 116 | 29 | 2 | 11 | 5 | 0 | 96  | 10 | 0 | 14 | 0 | 0 | 284 |
| 10:00 AM   | 0 | 18  | 7  | 0 | 1  | 1 | 0 | 33  | 5  | 0 | 1  | 0 | 0 | 66  |
| 10:15 AM   | 0 | 30  | 9  | 1 | 2  | 0 | 0 | 18  | 1  | 1 | 2  | 0 | 0 | 64  |
| 10:30 AM   | 0 | 34  | 7  | 2 | 2  | 0 | 0 | 21  | 3  | 0 | 2  | 0 | 0 | 71  |
| 10:45 AM   | 0 | 26  | 6  | 2 | 1  | 1 | 0 | 17  | 3  | 1 | 5  | 0 | 0 | 62  |
| Hour Total | 0 | 108 | 29 | 5 | 6  | 2 | 0 | 89  | 12 | 2 | 10 | 0 | 0 | 263 |
| 11:00 AM   | 0 | 27  | 6  | 0 | 3  | 1 | 0 | 16  | 0  | 0 | 5  | 0 | 0 | 58  |
| 11:15 AM   | 2 | 29  | 10 | 2 | 2  | 0 | 0 | 23  | 0  | 0 | 5  | 0 | 0 | 73  |
| 11:30 AM   | 0 | 34  | 8  | 0 | 2  | 2 | 0 | 29  | 1  | 0 | 3  | 0 | 0 | 79  |
| 11:45 AM   | 0 | 34  | 5  | 0 | 3  | 1 | 0 | 19  | 3  | 0 | 5  | 0 | 0 | 70  |
| Hour Total | 2 | 124 | 29 | 2 | 10 | 4 | 0 | 87  | 4  | 0 | 18 | 0 | 0 | 280 |
| 12:00 PM   | 0 | 32  | 7  | 0 | 6  | 0 | 0 | 19  | 2  | 1 | 5  | 1 | 0 | 73  |
| 12:15 PM   | 0 | 22  | 9  | 2 | 3  | 0 | 0 | 14  | 1  | 0 | 5  | 0 | 0 | 56  |
| 12:30 PM   | 1 | 23  | 4  | 1 | 2  | 1 | 0 | 16  | 3  | 0 | 3  | 0 | 0 | 54  |
| 12:45 PM   | 0 | 24  | 7  | 0 | 1  | 0 | 0 | 16  | 0  | 0 | 1  | 0 | 0 | 49  |
| Hour Total | 1 | 101 | 27 | 3 | 12 | 1 | 0 | 65  | 6  | 1 | 14 | 1 | 0 | 232 |
| 1:00 PM    | 0 | 22  | 9  | 0 | 5  | 0 | 0 | 11  | 1  | 0 | 4  | 0 | 0 | 52  |
| 1:15 PM    | 0 | 36  | 8  | 0 | 6  | 0 | 0 | 18  | 2  | 0 | 4  | 0 | 0 | 74  |
| 1:30 PM    | 0 | 29  | 14 | 0 | 1  | 1 | 0 | 14  | 1  | 0 | 3  | 0 | 0 | 63  |
| 1:45 PM    | 0 | 26  | 9  | 3 | 2  | 0 | 0 | 14  | 0  | 0 | 2  | 0 | 0 | 56  |
| Hour Total | 0 | 113 | 40 | 3 | 14 | 1 | 0 | 57  | 4  | 0 | 13 | 0 | 0 | 245 |
| 2:00 PM    | 0 | 29  | 7  | 1 | 2  | 1 | 0 | 17  | 1  | 0 | 2  | 0 | 0 | 60  |
| 2:15 PM    | 0 | 26  | 7  | 3 | 3  | 1 | 0 | 9   | 1  | 0 | 4  | 0 | 0 | 54  |
| 2:30 PM    | 0 | 36  | 8  | 1 | 5  | 0 | 0 | 16  | 4  | 0 | 2  | 0 | 0 | 72  |
| 2:45 PM    | 0 | 48  | 14 | 2 | 3  | 1 | 0 | 24  | 2  | 0 | 3  | 0 | 0 | 97  |
| Hour Total | 0 | 139 | 36 | 7 | 13 | 3 | 0 | 66  | 8  | 0 | 11 | 0 | 0 | 283 |
| 3:00 PM    | 0 | 39  | 13 | 0 | 6  | 0 | 0 | 13  | 2  | 0 | 3  | 1 | 0 | 77  |
| 3:15 PM    | 0 | 26  | 9  | 3 | 4  | 1 | 0 | 13  | 2  | 0 | 1  | 0 | 0 | 59  |
| 3:30 PM    | 0 | 53  | 21 | 0 | 2  | 1 | 0 | 14  | 3  | 0 | 0  | 1 | 0 | 95  |
| 3:45 PM    | 0 | 52  | 18 | 0 | 7  | 1 | 0 | 15  | 3  | 0 | 0  | 0 | 0 | 96  |
| Hour Total | 0 | 170 | 61 | 3 | 19 | 3 | 0 | 55  | 10 | 0 | 4  | 2 | 0 | 327 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 54    | 7     | 1    | 12   | 0    | 0    | 8     | 2    | 0    | 0    | 0    | 0    | 84   |
| 4:15 PM    | 0    | 57    | 26    | 1    | 3    | 2    | 0    | 11    | 2    | 0    | 1    | 0    | 0    | 103  |
| 4:30 PM    | 0    | 79    | 24    | 1    | 8    | 1    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 118  |
| 4:45 PM    | 1    | 64    | 21    | 1    | 10   | 1    | 0    | 14    | 0    | 0    | 0    | 0    | 0    | 112  |
| Hour Total | 1    | 254   | 78    | 4    | 33   | 4    | 0    | 37    | 5    | 0    | 1    | 0    | 0    | 417  |
| 5:00 PM    | 2    | 65    | 20    | 0    | 6    | 0    | 0    | 9     | 1    | 0    | 1    | 0    | 0    | 104  |
| 5:15 PM    | 0    | 76    | 22    | 0    | 4    | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 110  |
| 5:30 PM    | 0    | 63    | 15    | 0    | 9    | 0    | 1    | 6     | 2    | 0    | 1    | 0    | 0    | 97   |
| 5:45 PM    | 0    | 61    | 19    | 0    | 4    | 1    | 0    | 6     | 0    | 1    | 0    | 0    | 0    | 92   |
| Hour Total | 2    | 265   | 76    | 0    | 23   | 1    | 1    | 28    | 4    | 1    | 2    | 0    | 0    | 403  |
| 6:00 PM    | 0    | 51    | 16    | 2    | 4    | 1    | 0    | 15    | 1    | 0    | 0    | 0    | 0    | 90   |
| 6:15 PM    | 0    | 54    | 5     | 0    | 7    | 0    | 0    | 14    | 2    | 0    | 0    | 0    | 0    | 82   |
| 6:30 PM    | 1    | 41    | 14    | 0    | 2    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 64   |
| 6:45 PM    | 0    | 44    | 13    | 0    | 1    | 0    | 0    | 16    | 0    | 0    | 0    | 0    | 0    | 74   |
| Hour Total | 1    | 190   | 48    | 2    | 14   | 1    | 0    | 51    | 3    | 0    | 0    | 0    | 0    | 310  |
| 7:00 PM    | 0    | 45    | 9     | 1    | 3    | 1    | 0    | 14    | 3    | 0    | 0    | 0    | 0    | 76   |
| 7:15 PM    | 0    | 53    | 5     | 0    | 7    | 3    | 0    | 13    | 2    | 0    | 0    | 0    | 0    | 83   |
| 7:30 PM    | 0    | 36    | 8     | 0    | 2    | 0    | 0    | 14    | 1    | 0    | 0    | 0    | 0    | 61   |
| 7:45 PM    | 0    | 29    | 6     | 0    | 2    | 0    | 0    | 13    | 0    | 0    | 0    | 0    | 0    | 50   |
| Hour Total | 0    | 163   | 28    | 1    | 14   | 4    | 0    | 54    | 6    | 0    | 0    | 0    | 0    | 270  |
| 8:00 PM    | 1    | 23    | 3     | 0    | 2    | 0    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 41   |
| 8:15 PM    | 0    | 13    | 5     | 0    | 1    | 2    | 0    | 10    | 1    | 0    | 0    | 0    | 0    | 32   |
| 8:30 PM    | 0    | 15    | 5     | 0    | 2    | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 31   |
| 8:45 PM    | 1    | 22    | 6     | 0    | 1    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 39   |
| Hour Total | 2    | 73    | 19    | 0    | 6    | 2    | 0    | 39    | 2    | 0    | 0    | 0    | 0    | 143  |
| 9:00 PM    | 0    | 24    | 4     | 0    | 1    | 0    | 0    | 15    | 0    | 0    | 0    | 0    | 0    | 44   |
| 9:15 PM    | 0    | 13    | 3     | 0    | 2    | 0    | 0    | 15    | 0    | 0    | 0    | 0    | 0    | 33   |
| 9:30 PM    | 0    | 19    | 6     | 0    | 0    | 0    | 0    | 16    | 0    | 0    | 0    | 0    | 0    | 41   |
| 9:45 PM    | 0    | 10    | 4     | 0    | 0    | 0    | 0    | 17    | 0    | 0    | 0    | 0    | 0    | 31   |
| Hour Total | 0    | 66    | 17    | 0    | 3    | 0    | 0    | 63    | 0    | 0    | 0    | 0    | 0    | 149  |
| 10:00 PM   | 0    | 16    | 3     | 0    | 2    | 0    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 33   |
| 10:15 PM   | 0    | 14    | 7     | 0    | 0    | 0    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 29   |
| 10:30 PM   | 0    | 16    | 2     | 0    | 1    | 0    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 31   |
| 10:45 PM   | 0    | 8     | 2     | 0    | 0    | 0    | 0    | 15    | 0    | 0    | 0    | 0    | 0    | 25   |
| Hour Total | 0    | 54    | 14    | 0    | 3    | 0    | 0    | 47    | 0    | 0    | 0    | 0    | 0    | 118  |
| 11:00 PM   | 0    | 11    | 1     | 0    | 0    | 0    | 0    | 14    | 1    | 0    | 0    | 0    | 0    | 27   |
| 11:15 PM   | 0    | 9     | 0     | 0    | 1    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 15   |
| 11:30 PM   | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 13    | 1    | 0    | 0    | 0    | 0    | 21   |
| 11:45 PM   | 0    | 7     | 3     | 0    | 0    | 0    | 0    | 9     | 1    | 0    | 0    | 0    | 0    | 20   |
| Hour Total | 0    | 33    | 5     | 0    | 1    | 0    | 0    | 41    | 3    | 0    | 0    | 0    | 0    | 83   |
| Totals     | 11   | 3109  | 779   | 56   | 241  | 59   | 2    | 1571  | 105  | 4    | 111  | 4    | 0    | 6052 |
| Percent    | 0.2% | 51.4% | 12.9% | 0.9% | 4.0% | 1.0% | 0.0% | 26.0% | 1.7% | 0.1% | 1.8% | 0.1% | 0.0% |      |

5/5/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 14         | 36        |             |           | 13         | 37        |             |           |                 |           |
| 12:15          | 13         | 34        |             |           | 15         | 22        |             |           |                 |           |
| 12:30          | 2          | 30        |             |           | 14         | 24        |             |           |                 |           |
| 12:45          | 4          | 22        | 33          | 122       | 16         | 27        | 58          | 110       | 91              | 232       |
| 1:00           | 4          | 27        |             |           | 13         | 25        |             |           |                 |           |
| 1:15           | 5          | 39        |             |           | 18         | 35        |             |           |                 |           |
| 1:30           | 9          | 27        |             |           | 10         | 36        |             |           |                 |           |
| 1:45           | 2          | 30        | 20          | 123       | 16         | 26        | 57          | 122       | 77              | 245       |
| 2:00           | 5          | 31        |             |           | 15         | 29        |             |           |                 |           |
| 2:15           | 10         | 25        |             |           | 19         | 29        |             |           |                 |           |
| 2:30           | 7          | 28        |             |           | 20         | 44        |             |           |                 |           |
| 2:45           | 9          | 32        | 31          | 116       | 24         | 65        | 78          | 167       | 109             | 283       |
| 3:00           | 8          | 26        |             |           | 11         | 51        |             |           |                 |           |
| 3:15           | 7          | 18        |             |           | 22         | 41        |             |           |                 |           |
| 3:30           | 14         | 37        |             |           | 10         | 58        |             |           |                 |           |
| 3:45           | 13         | 24        | 42          | 105       | 21         | 72        | 64          | 222       | 106             | 327       |
| 4:00           | 19         | 29        |             |           | 22         | 55        |             |           |                 |           |
| 4:15           | 34         | 25        |             |           | 19         | 78        |             |           |                 |           |
| 4:30           | 32         | 28        |             |           | 20         | 90        |             |           |                 |           |
| 4:45           | 45         | 30        | 130         | 112       | 35         | 82        | 96          | 305       | 226             | 417       |
| 5:00           | 46         | 25        |             |           | 28         | 79        |             |           |                 |           |
| 5:15           | 90         | 23        |             |           | 42         | 87        |             |           |                 |           |
| 5:30           | 80         | 26        |             |           | 61         | 71        |             |           |                 |           |
| 5:45           | 83         | 22        | 299         | 96        | 59         | 70        | 190         | 307       | 489             | 403       |
| 6:00           | 81         | 35        |             |           | 38         | 55        |             |           |                 |           |
| 6:15           | 99         | 22        |             |           | 34         | 60        |             |           |                 |           |
| 6:30           | 74         | 23        |             |           | 30         | 41        |             |           |                 |           |
| 6:45           | 78         | 25        | 332         | 105       | 40         | 49        | 142         | 205       | 474             | 310       |
| 7:00           | 83         | 28        |             |           | 40         | 48        |             |           |                 |           |
| 7:15           | 60         | 26        |             |           | 34         | 57        |             |           |                 |           |
| 7:30           | 68         | 21        |             |           | 25         | 40        |             |           |                 |           |
| 7:45           | 44         | 15        | 255         | 90        | 35         | 35        | 134         | 180       | 389             | 270       |
| 8:00           | 34         | 14        |             |           | 32         | 27        |             |           |                 |           |
| 8:15           | 30         | 8         |             |           | 35         | 24        |             |           |                 |           |
| 8:30           | 45         | 12        |             |           | 29         | 19        |             |           |                 |           |
| 8:45           | 45         | 9         | 154         | 43        | 34         | 30        | 130         | 100       | 284             | 143       |
| 9:00           | 49         | 9         |             |           | 31         | 35        |             |           |                 |           |
| 9:15           | 40         | 12        |             |           | 28         | 21        |             |           |                 |           |
| 9:30           | 37         | 17        |             |           | 26         | 24        |             |           |                 |           |
| 9:45           | 47         | 11        | 173         | 49        | 26         | 20        | 111         | 100       | 284             | 149       |
| 10:00          | 35         | 12        |             |           | 31         | 21        |             |           |                 |           |
| 10:15          | 39         | 13        |             |           | 25         | 16        |             |           |                 |           |
| 10:30          | 35         | 11        |             |           | 36         | 20        |             |           |                 |           |
| 10:45          | 30         | 10        | 139         | 46        | 32         | 15        | 124         | 72        | 263             | 118       |
| 11:00          | 25         | 7         |             |           | 33         | 20        |             |           |                 |           |
| 11:15          | 34         | 7         |             |           | 39         | 8         |             |           |                 |           |
| 11:30          | 38         | 8         |             |           | 41         | 13        |             |           |                 |           |
| 11:45          | 30         | 7         | 127         | 29        | 40         | 13        | 153         | 54        | 280             | 83        |
| Total          | 1735       | 1036      | 1735        | 1036      | 1337       | 1944      | 1337        | 1944      | 3072            | 2980      |
| Combined Total | 2771       |           | 2771        |           | 3281       |           | 3281        |           | 6052            |           |
| AM Peak        | 5:30 AM    |           |             |           | 5:15 AM    |           |             |           |                 |           |
| Vol.           | 343        |           |             |           | 200        |           |             |           |                 |           |
| P.H.F.         | 0.866      |           |             |           | 0.820      |           |             |           |                 |           |
| PM Peak        | 1:15 PM    |           |             |           | 4:30 PM    |           |             |           |                 |           |
| Vol.           | 127        |           |             |           | 338        |           |             |           |                 |           |
| P.H.F.         | 0.814      |           |             |           | 0.939      |           |             |           |                 |           |
| Percentage     | 62.6%      | 37.4%     |             |           | 40.7%      | 59.3%     |             |           |                 |           |



Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #:11-7199-002n

Date: 5/4/2011

WEDNESDAY

North Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 5    | 0    | 0     | 0                | 0                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 14    |
| 12:15 AM   | 0             | 5    | 1    | 0     | 0                | 0                | 0                | 10                | 1                | 0                 | 0                | 0               | 0                | 17    |
| 12:30 AM   | 0             | 2    | 1    | 0     | 2                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 8     |
| 12:45 AM   | 0             | 1    | 0    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 4     |
| Hour Total | 0             | 13   | 2    | 0     | 2                | 0                | 0                | 24                | 2                | 0                 | 0                | 0               | 0                | 43    |
| 1:00 AM    | 0             | 0    | 2    | 0     | 1                | 0                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 12    |
| 1:15 AM    | 0             | 6    | 0    | 0     | 1                | 0                | 0                | 11                | 0                | 0                 | 0                | 0               | 0                | 18    |
| 1:30 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 7     |
| 1:45 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 13    |
| Hour Total | 0             | 12   | 2    | 0     | 2                | 0                | 0                | 33                | 1                | 0                 | 0                | 0               | 0                | 50    |
| 2:00 AM    | 0             | 7    | 2    | 0     | 3                | 0                | 0                | 9                 | 0                | 0                 | 0                | 0               | 0                | 21    |
| 2:15 AM    | 0             | 10   | 2    | 0     | 1                | 0                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 22    |
| 2:30 AM    | 0             | 10   | 4    | 0     | 1                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 23    |
| 2:45 AM    | 0             | 7    | 3    | 0     | 1                | 0                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 21    |
| Hour Total | 0             | 34   | 11   | 0     | 6                | 0                | 0                | 34                | 2                | 0                 | 0                | 0               | 0                | 87    |
| 3:00 AM    | 0             | 4    | 1    | 0     | 0                | 0                | 0                | 15                | 0                | 0                 | 0                | 0               | 0                | 20    |
| 3:15 AM    | 0             | 4    | 1    | 0     | 0                | 0                | 0                | 11                | 0                | 0                 | 0                | 0               | 0                | 16    |
| 3:30 AM    | 0             | 4    | 1    | 0     | 1                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 3:45 AM    | 0             | 3    | 3    | 1     | 1                | 0                | 0                | 10                | 0                | 0                 | 1                | 0               | 0                | 19    |
| Hour Total | 0             | 15   | 6    | 1     | 2                | 0                | 0                | 42                | 0                | 0                 | 1                | 0               | 0                | 67    |
| 4:00 AM    | 0             | 4    | 2    | 0     | 0                | 0                | 0                | 14                | 0                | 0                 | 0                | 0               | 0                | 20    |
| 4:15 AM    | 0             | 7    | 2    | 0     | 1                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 20    |
| 4:30 AM    | 0             | 7    | 1    | 0     | 0                | 0                | 0                | 13                | 0                | 0                 | 0                | 0               | 0                | 21    |
| 4:45 AM    | 0             | 16   | 0    | 0     | 0                | 0                | 0                | 11                | 0                | 0                 | 0                | 0               | 0                | 27    |
| Hour Total | 0             | 34   | 5    | 0     | 1                | 0                | 0                | 48                | 0                | 0                 | 0                | 0               | 0                | 88    |
| 5:00 AM    | 0             | 9    | 4    | 0     | 1                | 0                | 0                | 15                | 0                | 0                 | 0                | 0               | 0                | 29    |
| 5:15 AM    | 0             | 23   | 2    | 0     | 1                | 0                | 0                | 9                 | 2                | 0                 | 1                | 0               | 0                | 38    |
| 5:30 AM    | 0             | 37   | 5    | 1     | 2                | 0                | 0                | 11                | 2                | 0                 | 0                | 0               | 0                | 58    |
| 5:45 AM    | 0             | 29   | 2    | 3     | 8                | 0                | 0                | 15                | 0                | 0                 | 3                | 0               | 0                | 60    |
| Hour Total | 0             | 98   | 13   | 4     | 12               | 0                | 0                | 50                | 4                | 0                 | 4                | 0               | 0                | 185   |
| 6:00 AM    | 0             | 14   | 4    | 0     | 4                | 0                | 0                | 16                | 1                | 0                 | 0                | 0               | 0                | 39    |
| 6:15 AM    | 0             | 10   | 1    | 0     | 4                | 0                | 0                | 15                | 1                | 0                 | 2                | 0               | 0                | 33    |
| 6:30 AM    | 0             | 17   | 8    | 0     | 2                | 1                | 0                | 14                | 1                | 0                 | 1                | 0               | 0                | 44    |
| 6:45 AM    | 0             | 11   | 6    | 1     | 2                | 1                | 0                | 18                | 1                | 0                 | 3                | 0               | 0                | 43    |
| Hour Total | 0             | 52   | 19   | 1     | 12               | 2                | 0                | 63                | 4                | 0                 | 6                | 0               | 0                | 159   |
| 7:00 AM    | 0             | 9    | 6    | 0     | 3                | 1                | 0                | 17                | 0                | 0                 | 0                | 0               | 0                | 36    |
| 7:15 AM    | 0             | 6    | 3    | 0     | 0                | 1                | 0                | 23                | 0                | 0                 | 1                | 0               | 0                | 34    |
| 7:30 AM    | 0             | 13   | 4    | 0     | 1                | 0                | 0                | 20                | 0                | 0                 | 4                | 0               | 0                | 42    |
| 7:45 AM    | 0             | 12   | 5    | 0     | 1                | 0                | 0                | 16                | 0                | 0                 | 1                | 0               | 0                | 35    |
| Hour Total | 0             | 40   | 18   | 0     | 5                | 2                | 0                | 76                | 0                | 0                 | 6                | 0               | 0                | 147   |

|            |   |     |    |   |    |   |   |    |   |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|----|---|---|----|---|---|-----|
| 8:00 AM    | 1 | 13  | 4  | 0 | 1  | 1 | 0 | 13 | 0 | 0 | 2  | 0 | 0 | 35  |
| 8:15 AM    | 0 | 5   | 2  | 2 | 3  | 1 | 0 | 12 | 1 | 0 | 0  | 0 | 0 | 26  |
| 8:30 AM    | 0 | 5   | 0  | 0 | 2  | 0 | 0 | 10 | 0 | 0 | 2  | 0 | 0 | 19  |
| 8:45 AM    | 0 | 8   | 5  | 1 | 0  | 2 | 0 | 11 | 1 | 0 | 1  | 0 | 0 | 29  |
| Hour Total | 1 | 31  | 11 | 3 | 6  | 4 | 0 | 46 | 2 | 0 | 5  | 0 | 0 | 109 |
| 9:00 AM    | 0 | 4   | 5  | 0 | 2  | 0 | 0 | 16 | 0 | 0 | 0  | 0 | 0 | 27  |
| 9:15 AM    | 0 | 5   | 1  | 0 | 2  | 1 | 0 | 14 | 1 | 0 | 1  | 0 | 0 | 25  |
| 9:30 AM    | 0 | 12  | 2  | 0 | 2  | 0 | 0 | 15 | 0 | 0 | 3  | 0 | 0 | 34  |
| 9:45 AM    | 0 | 3   | 6  | 0 | 0  | 0 | 0 | 15 | 0 | 0 | 2  | 0 | 0 | 26  |
| Hour Total | 0 | 24  | 14 | 0 | 6  | 1 | 0 | 60 | 1 | 0 | 6  | 0 | 0 | 112 |
| 10:00 AM   | 1 | 3   | 1  | 0 | 1  | 0 | 0 | 8  | 0 | 0 | 3  | 0 | 0 | 17  |
| 10:15 AM   | 0 | 5   | 4  | 0 | 1  | 1 | 0 | 16 | 0 | 0 | 1  | 0 | 0 | 28  |
| 10:30 AM   | 0 | 4   | 3  | 0 | 1  | 0 | 0 | 11 | 0 | 0 | 1  | 0 | 0 | 20  |
| 10:45 AM   | 0 | 13  | 1  | 1 | 1  | 1 | 0 | 15 | 1 | 0 | 2  | 0 | 0 | 35  |
| Hour Total | 1 | 25  | 9  | 1 | 4  | 2 | 0 | 50 | 1 | 0 | 7  | 0 | 0 | 100 |
| 11:00 AM   | 1 | 9   | 4  | 0 | 0  | 1 | 0 | 13 | 2 | 0 | 4  | 0 | 0 | 34  |
| 11:15 AM   | 1 | 4   | 5  | 1 | 3  | 0 | 0 | 24 | 0 | 0 | 1  | 0 | 0 | 39  |
| 11:30 AM   | 0 | 18  | 4  | 0 | 4  | 1 | 0 | 15 | 1 | 0 | 2  | 0 | 0 | 45  |
| 11:45 AM   | 0 | 12  | 8  | 0 | 3  | 1 | 0 | 11 | 1 | 0 | 4  | 0 | 0 | 40  |
| Hour Total | 2 | 43  | 21 | 1 | 10 | 3 | 0 | 63 | 4 | 0 | 11 | 0 | 0 | 158 |
| 12:00 PM   | 1 | 9   | 5  | 0 | 3  | 0 | 0 | 13 | 0 | 0 | 1  | 0 | 0 | 32  |
| 12:15 PM   | 0 | 13  | 1  | 0 | 1  | 0 | 0 | 15 | 0 | 0 | 5  | 0 | 0 | 35  |
| 12:30 PM   | 0 | 6   | 2  | 0 | 1  | 0 | 0 | 15 | 1 | 0 | 0  | 0 | 0 | 25  |
| 12:45 PM   | 1 | 11  | 1  | 0 | 2  | 2 | 0 | 9  | 1 | 0 | 1  | 0 | 0 | 28  |
| Hour Total | 2 | 39  | 9  | 0 | 7  | 2 | 0 | 52 | 2 | 0 | 7  | 0 | 0 | 120 |
| 1:00 PM    | 2 | 12  | 2  | 0 | 3  | 0 | 0 | 11 | 1 | 0 | 3  | 0 | 0 | 34  |
| 1:15 PM    | 0 | 10  | 2  | 0 | 3  | 0 | 0 | 13 | 0 | 0 | 2  | 0 | 0 | 30  |
| 1:30 PM    | 0 | 12  | 5  | 0 | 2  | 0 | 0 | 11 | 0 | 0 | 1  | 0 | 0 | 31  |
| 1:45 PM    | 0 | 18  | 1  | 1 | 0  | 1 | 0 | 4  | 1 | 0 | 0  | 0 | 0 | 26  |
| Hour Total | 2 | 52  | 10 | 1 | 8  | 1 | 0 | 39 | 2 | 0 | 6  | 0 | 0 | 121 |
| 2:00 PM    | 0 | 18  | 3  | 0 | 4  | 1 | 0 | 4  | 0 | 0 | 5  | 0 | 0 | 35  |
| 2:15 PM    | 0 | 8   | 2  | 0 | 2  | 0 | 0 | 14 | 1 | 0 | 2  | 0 | 0 | 29  |
| 2:30 PM    | 0 | 23  | 1  | 0 | 3  | 0 | 0 | 9  | 0 | 0 | 2  | 0 | 0 | 38  |
| 2:45 PM    | 0 | 33  | 8  | 0 | 2  | 1 | 0 | 12 | 1 | 0 | 1  | 0 | 0 | 58  |
| Hour Total | 0 | 82  | 14 | 0 | 11 | 2 | 0 | 39 | 2 | 0 | 10 | 0 | 0 | 160 |
| 3:00 PM    | 0 | 28  | 4  | 0 | 1  | 0 | 0 | 5  | 0 | 0 | 2  | 0 | 0 | 40  |
| 3:15 PM    | 0 | 30  | 3  | 0 | 6  | 1 | 0 | 7  | 1 | 0 | 4  | 0 | 0 | 52  |
| 3:30 PM    | 0 | 27  | 8  | 0 | 6  | 0 | 0 | 6  | 0 | 1 | 1  | 0 | 0 | 49  |
| 3:45 PM    | 0 | 35  | 10 | 0 | 4  | 0 | 0 | 5  | 0 | 0 | 4  | 0 | 0 | 58  |
| Hour Total | 0 | 120 | 25 | 0 | 17 | 1 | 0 | 23 | 1 | 1 | 11 | 0 | 0 | 199 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 33    | 6     | 0    | 7    | 0    | 0    | 5     | 1    | 0    | 1    | 0    | 0    | 53   |
| 4:15 PM    | 0    | 48    | 11    | 0    | 8    | 0    | 0    | 7     | 2    | 0    | 1    | 0    | 0    | 77   |
| 4:30 PM    | 0    | 39    | 21    | 0    | 8    | 0    | 0    | 6     | 3    | 0    | 0    | 0    | 0    | 77   |
| 4:45 PM    | 0    | 53    | 14    | 0    | 11   | 0    | 0    | 3     | 0    | 0    | 1    | 0    | 0    | 82   |
| Hour Total | 0    | 173   | 52    | 0    | 34   | 0    | 0    | 21    | 6    | 0    | 3    | 0    | 0    | 289  |
| 5:00 PM    | 0    | 41    | 13    | 0    | 5    | 1    | 0    | 12    | 1    | 0    | 0    | 0    | 0    | 73   |
| 5:15 PM    | 0    | 52    | 14    | 0    | 5    | 0    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 79   |
| 5:30 PM    | 0    | 51    | 17    | 0    | 12   | 1    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 90   |
| 5:45 PM    | 0    | 60    | 9     | 0    | 5    | 1    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 83   |
| Hour Total | 0    | 204   | 53    | 0    | 27   | 3    | 0    | 36    | 2    | 0    | 0    | 0    | 0    | 325  |
| 6:00 PM    | 0    | 44    | 10    | 0    | 4    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 62   |
| 6:15 PM    | 0    | 47    | 7     | 0    | 6    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 63   |
| 6:30 PM    | 0    | 28    | 6     | 0    | 4    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 43   |
| 6:45 PM    | 0    | 22    | 3     | 1    | 5    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 38   |
| Hour Total | 0    | 141   | 26    | 1    | 19   | 0    | 0    | 19    | 0    | 0    | 0    | 0    | 0    | 206  |
| 7:00 PM    | 0    | 29    | 3     | 0    | 2    | 0    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 42   |
| 7:15 PM    | 0    | 21    | 1     | 0    | 1    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 29   |
| 7:30 PM    | 0    | 10    | 2     | 0    | 1    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 16   |
| 7:45 PM    | 0    | 15    | 4     | 0    | 3    | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 31   |
| Hour Total | 0    | 75    | 10    | 0    | 7    | 0    | 0    | 25    | 1    | 0    | 0    | 0    | 0    | 118  |
| 8:00 PM    | 0    | 17    | 6     | 0    | 2    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 34   |
| 8:15 PM    | 0    | 10    | 3     | 0    | 1    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 18   |
| 8:30 PM    | 0    | 18    | 3     | 0    | 4    | 0    | 0    | 9     | 0    | 1    | 0    | 0    | 0    | 35   |
| 8:45 PM    | 0    | 9     | 1     | 0    | 1    | 1    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 21   |
| Hour Total | 0    | 54    | 13    | 0    | 8    | 1    | 0    | 31    | 0    | 1    | 0    | 0    | 0    | 108  |
| 9:00 PM    | 0    | 8     | 4     | 0    | 3    | 0    | 0    | 13    | 0    | 0    | 0    | 0    | 0    | 28   |
| 9:15 PM    | 0    | 7     | 1     | 0    | 1    | 0    | 0    | 9     | 1    | 0    | 0    | 0    | 0    | 19   |
| 9:30 PM    | 0    | 7     | 1     | 0    | 0    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 17   |
| 9:45 PM    | 1    | 5     | 5     | 0    | 1    | 0    | 0    | 17    | 0    | 0    | 0    | 0    | 0    | 29   |
| Hour Total | 1    | 27    | 11    | 0    | 5    | 0    | 0    | 48    | 1    | 0    | 0    | 0    | 0    | 93   |
| 10:00 PM   | 0    | 8     | 1     | 0    | 0    | 0    | 0    | 11    | 0    | 0    | 0    | 0    | 0    | 20   |
| 10:15 PM   | 0    | 3     | 3     | 0    | 2    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 14   |
| 10:30 PM   | 0    | 8     | 0     | 0    | 1    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 15   |
| 10:45 PM   | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 8    |
| Hour Total | 0    | 21    | 4     | 0    | 3    | 0    | 0    | 29    | 0    | 0    | 0    | 0    | 0    | 57   |
| 11:00 PM   | 0    | 2     | 2     | 0    | 0    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 11   |
| 11:15 PM   | 0    | 8     | 0     | 0    | 1    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 16   |
| 11:30 PM   | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 13   |
| 11:45 PM   | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 7    |
| Hour Total | 0    | 18    | 2     | 0    | 1    | 0    | 0    | 26    | 0    | 0    | 0    | 0    | 0    | 47   |
| Totals     | 9    | 1427  | 360   | 13   | 215  | 24   | 0    | 977   | 38   | 2    | 83   | 0    | 0    | 3148 |
| Percent    | 0.3% | 45.3% | 11.4% | 0.4% | 6.8% | 0.8% | 0.0% | 31.0% | 1.2% | 0.1% | 2.6% | 0.0% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/4/2011

WEDNESDAY

South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 12:15 AM   | 0             | 5    | 0    | 0     | 0                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 12:30 AM   | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 4     |
| 12:45 AM   | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| Hour Total | 0             | 12   | 0    | 0     | 0                | 0                | 0                | 14                | 0                | 0                 | 0                | 0               | 0                | 26    |
| 1:00 AM    | 0             | 2    | 1    | 0     | 0                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 9     |
| 1:15 AM    | 0             | 0    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| 1:30 AM    | 0             | 1    | 0    | 0     | 0                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 1:45 AM    | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 6     |
| Hour Total | 0             | 5    | 1    | 0     | 0                | 0                | 0                | 15                | 1                | 0                 | 0                | 0               | 0                | 22    |
| 2:00 AM    | 0             | 2    | 1    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 2:15 AM    | 0             | 3    | 1    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 2:30 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 5                 | 1                | 0                 | 0                | 0               | 0                | 9     |
| 2:45 AM    | 0             | 1    | 0    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| Hour Total | 0             | 9    | 2    | 0     | 0                | 0                | 0                | 10                | 1                | 0                 | 0                | 0               | 0                | 22    |
| 3:00 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 3:15 AM    | 0             | 5    | 0    | 0     | 0                | 0                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 15    |
| 3:30 AM    | 0             | 6    | 0    | 0     | 0                | 0                | 0                | 6                 | 1                | 1                 | 0                | 0               | 0                | 14    |
| 3:45 AM    | 0             | 9    | 0    | 0     | 0                | 1                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| Hour Total | 0             | 23   | 0    | 0     | 0                | 1                | 0                | 28                | 2                | 1                 | 0                | 0               | 0                | 55    |
| 4:00 AM    | 0             | 9    | 2    | 0     | 0                | 1                | 0                | 5                 | 1                | 0                 | 0                | 0               | 0                | 18    |
| 4:15 AM    | 0             | 23   | 1    | 0     | 0                | 1                | 0                | 10                | 1                | 0                 | 0                | 0               | 0                | 36    |
| 4:30 AM    | 0             | 18   | 3    | 1     | 0                | 1                | 0                | 13                | 0                | 0                 | 0                | 0               | 0                | 36    |
| 4:45 AM    | 0             | 21   | 4    | 2     | 0                | 0                | 1                | 12                | 3                | 1                 | 1                | 0               | 0                | 45    |
| Hour Total | 0             | 71   | 10   | 3     | 0                | 3                | 1                | 40                | 5                | 1                 | 1                | 0               | 0                | 135   |
| 5:00 AM    | 0             | 35   | 7    | 0     | 1                | 1                | 0                | 10                | 1                | 0                 | 1                | 0               | 0                | 56    |
| 5:15 AM    | 0             | 59   | 8    | 0     | 4                | 3                | 0                | 9                 | 2                | 0                 | 2                | 0               | 0                | 87    |
| 5:30 AM    | 0             | 57   | 4    | 2     | 2                | 2                | 0                | 8                 | 5                | 0                 | 0                | 1               | 0                | 81    |
| 5:45 AM    | 0             | 52   | 10   | 1     | 1                | 2                | 2                | 7                 | 4                | 1                 | 1                | 0               | 0                | 81    |
| Hour Total | 0             | 203  | 29   | 3     | 8                | 8                | 2                | 34                | 12               | 1                 | 4                | 1               | 0                | 305   |
| 6:00 AM    | 0             | 76   | 11   | 2     | 4                | 2                | 0                | 9                 | 4                | 0                 | 0                | 0               | 0                | 108   |
| 6:15 AM    | 0             | 65   | 6    | 0     | 3                | 2                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 85    |
| 6:30 AM    | 0             | 61   | 12   | 7     | 3                | 4                | 0                | 5                 | 3                | 0                 | 0                | 0               | 0                | 95    |
| 6:45 AM    | 0             | 51   | 10   | 1     | 1                | 1                | 0                | 8                 | 3                | 0                 | 0                | 0               | 0                | 75    |
| Hour Total | 0             | 253  | 39   | 10    | 11               | 9                | 0                | 30                | 11               | 0                 | 0                | 0               | 0                | 363   |
| 7:00 AM    | 0             | 44   | 10   | 2     | 1                | 1                | 0                | 13                | 3                | 0                 | 0                | 0               | 0                | 74    |
| 7:15 AM    | 0             | 44   | 8    | 0     | 1                | 2                | 0                | 6                 | 1                | 0                 | 0                | 0               | 0                | 62    |
| 7:30 AM    | 0             | 44   | 7    | 0     | 1                | 1                | 0                | 6                 | 1                | 0                 | 1                | 0               | 0                | 61    |
| 7:45 AM    | 0             | 23   | 4    | 0     | 0                | 1                | 0                | 10                | 2                | 0                 | 0                | 0               | 0                | 40    |
| Hour Total | 0             | 155  | 29   | 2     | 3                | 5                | 0                | 35                | 7                | 0                 | 1                | 0               | 0                | 237   |

|            |   |     |    |   |   |   |   |    |   |   |   |   |   |     |
|------------|---|-----|----|---|---|---|---|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 30  | 4  | 0 | 2 | 1 | 0 | 6  | 1 | 0 | 0 | 0 | 0 | 44  |
| 8:15 AM    | 0 | 25  | 7  | 1 | 1 | 1 | 0 | 9  | 3 | 0 | 0 | 0 | 0 | 47  |
| 8:30 AM    | 0 | 26  | 4  | 2 | 0 | 2 | 0 | 8  | 0 | 0 | 0 | 0 | 0 | 42  |
| 8:45 AM    | 0 | 21  | 3  | 1 | 0 | 1 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 41  |
| Hour Total | 0 | 102 | 18 | 4 | 3 | 5 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 174 |
| 9:00 AM    | 0 | 18  | 1  | 1 | 0 | 1 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 35  |
| 9:15 AM    | 0 | 11  | 3  | 0 | 1 | 0 | 0 | 6  | 2 | 0 | 2 | 0 | 0 | 25  |
| 9:30 AM    | 0 | 18  | 5  | 0 | 1 | 1 | 0 | 7  | 0 | 0 | 0 | 0 | 0 | 32  |
| 9:45 AM    | 0 | 21  | 4  | 1 | 1 | 1 | 0 | 9  | 3 | 0 | 1 | 0 | 0 | 41  |
| Hour Total | 0 | 68  | 13 | 2 | 3 | 3 | 0 | 33 | 7 | 0 | 4 | 0 | 0 | 133 |
| 10:00 AM   | 1 | 12  | 5  | 0 | 1 | 1 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 34  |
| 10:15 AM   | 0 | 24  | 7  | 0 | 1 | 1 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 44  |
| 10:30 AM   | 0 | 15  | 3  | 1 | 0 | 1 | 0 | 13 | 3 | 1 | 2 | 0 | 0 | 39  |
| 10:45 AM   | 0 | 18  | 3  | 0 | 1 | 0 | 1 | 7  | 0 | 0 | 2 | 0 | 0 | 32  |
| Hour Total | 1 | 69  | 18 | 1 | 3 | 3 | 1 | 41 | 7 | 1 | 4 | 0 | 0 | 149 |
| 11:00 AM   | 0 | 8   | 5  | 1 | 1 | 0 | 0 | 9  | 1 | 1 | 1 | 0 | 0 | 27  |
| 11:15 AM   | 0 | 23  | 5  | 2 | 1 | 0 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 46  |
| 11:30 AM   | 0 | 13  | 3  | 0 | 0 | 1 | 0 | 11 | 2 | 0 | 1 | 0 | 0 | 31  |
| 11:45 AM   | 0 | 17  | 4  | 2 | 1 | 0 | 0 | 15 | 4 | 0 | 1 | 0 | 0 | 44  |
| Hour Total | 0 | 61  | 17 | 5 | 3 | 1 | 0 | 48 | 8 | 1 | 4 | 0 | 0 | 148 |
| 12:00 PM   | 0 | 19  | 4  | 0 | 0 | 0 | 0 | 11 | 2 | 1 | 1 | 0 | 0 | 38  |
| 12:15 PM   | 0 | 11  | 0  | 0 | 0 | 0 | 1 | 10 | 1 | 0 | 1 | 0 | 0 | 24  |
| 12:30 PM   | 0 | 16  | 4  | 0 | 1 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 33  |
| 12:45 PM   | 0 | 20  | 4  | 0 | 1 | 1 | 0 | 6  | 2 | 1 | 0 | 0 | 0 | 35  |
| Hour Total | 0 | 66  | 12 | 0 | 2 | 1 | 1 | 37 | 7 | 2 | 2 | 0 | 0 | 130 |
| 1:00 PM    | 0 | 16  | 1  | 0 | 0 | 1 | 0 | 10 | 1 | 0 | 0 | 0 | 0 | 29  |
| 1:15 PM    | 0 | 21  | 2  | 0 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 40  |
| 1:30 PM    | 1 | 19  | 1  | 0 | 0 | 1 | 0 | 11 | 2 | 0 | 0 | 0 | 0 | 35  |
| 1:45 PM    | 0 | 10  | 4  | 1 | 0 | 0 | 0 | 8  | 3 | 1 | 0 | 0 | 0 | 27  |
| Hour Total | 1 | 66  | 8  | 1 | 1 | 2 | 0 | 45 | 6 | 1 | 0 | 0 | 0 | 131 |
| 2:00 PM    | 0 | 15  | 4  | 1 | 1 | 1 | 0 | 7  | 3 | 0 | 0 | 0 | 0 | 32  |
| 2:15 PM    | 0 | 20  | 5  | 0 | 0 | 0 | 0 | 7  | 2 | 0 | 0 | 0 | 0 | 34  |
| 2:30 PM    | 0 | 25  | 9  | 1 | 2 | 0 | 0 | 6  | 1 | 0 | 2 | 0 | 0 | 46  |
| 2:45 PM    | 0 | 23  | 2  | 1 | 1 | 0 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 40  |
| Hour Total | 0 | 83  | 20 | 3 | 4 | 1 | 0 | 32 | 7 | 0 | 2 | 0 | 0 | 152 |
| 3:00 PM    | 0 | 16  | 3  | 0 | 0 | 1 | 0 | 9  | 1 | 1 | 0 | 0 | 0 | 31  |
| 3:15 PM    | 0 | 16  | 7  | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 33  |
| 3:30 PM    | 0 | 23  | 3  | 2 | 1 | 0 | 0 | 5  | 2 | 0 | 0 | 0 | 0 | 36  |
| 3:45 PM    | 0 | 24  | 3  | 0 | 1 | 1 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 33  |
| Hour Total | 0 | 79  | 16 | 2 | 2 | 2 | 0 | 28 | 3 | 1 | 0 | 0 | 0 | 133 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 26    | 6     | 0    | 0    | 1    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 40   |
| 4:15 PM    | 0    | 20    | 6     | 0    | 1    | 1    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 33   |
| 4:30 PM    | 0    | 28    | 2     | 1    | 0    | 2    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 39   |
| 4:45 PM    | 0    | 26    | 4     | 1    | 0    | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 38   |
| Hour Total | 0    | 100   | 18    | 2    | 1    | 4    | 0    | 23    | 2    | 0    | 0    | 0    | 0    | 150  |
| 5:00 PM    | 0    | 23    | 9     | 1    | 0    | 1    | 0    | 5     | 1    | 0    | 1    | 0    | 0    | 41   |
| 5:15 PM    | 0    | 24    | 3     | 2    | 1    | 1    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 39   |
| 5:30 PM    | 0    | 15    | 1     | 0    | 1    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 22   |
| 5:45 PM    | 0    | 13    | 2     | 0    | 0    | 0    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 18   |
| Hour Total | 0    | 75    | 15    | 3    | 2    | 2    | 0    | 20    | 2    | 0    | 1    | 0    | 0    | 120  |
| 6:00 PM    | 0    | 12    | 3     | 0    | 0    | 1    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 21   |
| 6:15 PM    | 0    | 9     | 5     | 2    | 1    | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 22   |
| 6:30 PM    | 0    | 13    | 2     | 0    | 1    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 21   |
| 6:45 PM    | 0    | 8     | 3     | 0    | 0    | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 18   |
| Hour Total | 0    | 42    | 13    | 2    | 2    | 1    | 0    | 19    | 3    | 0    | 0    | 0    | 0    | 82   |
| 7:00 PM    | 0    | 6     | 2     | 0    | 0    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 17   |
| 7:15 PM    | 0    | 11    | 1     | 0    | 0    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 21   |
| 7:30 PM    | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 12   |
| 7:45 PM    | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 15   |
| Hour Total | 0    | 29    | 5     | 0    | 0    | 0    | 0    | 30    | 1    | 0    | 0    | 0    | 0    | 65   |
| 8:00 PM    | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 15   |
| 8:15 PM    | 0    | 8     | 4     | 0    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 15   |
| 8:30 PM    | 0    | 7     | 0     | 1    | 0    | 0    | 0    | 4     | 2    | 0    | 0    | 0    | 0    | 14   |
| 8:45 PM    | 0    | 6     | 1     | 1    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 11   |
| Hour Total | 0    | 30    | 5     | 2    | 0    | 0    | 0    | 15    | 3    | 0    | 0    | 0    | 0    | 55   |
| 9:00 PM    | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 6    |
| 9:15 PM    | 0    | 9     | 2     | 0    | 0    | 1    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 18   |
| 9:30 PM    | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 10    | 1    | 0    | 0    | 0    | 0    | 18   |
| 9:45 PM    | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 4    |
| Hour Total | 0    | 22    | 3     | 0    | 0    | 1    | 0    | 18    | 2    | 0    | 0    | 0    | 0    | 46   |
| 10:00 PM   | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 8    |
| 10:15 PM   | 0    | 17    | 3     | 0    | 0    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 26   |
| 10:30 PM   | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 9    |
| 10:45 PM   | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 10   |
| Hour Total | 0    | 34    | 4     | 0    | 0    | 0    | 0    | 14    | 1    | 0    | 0    | 0    | 0    | 53   |
| 11:00 PM   | 0    | 4     | 0     | 0    | 0    | 0    | 1    | 2     | 0    | 0    | 0    | 0    | 0    | 7    |
| 11:15 PM   | 0    | 7     | 1     | 0    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 11   |
| 11:30 PM   | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 7    |
| 11:45 PM   | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 9    |
| Hour Total | 0    | 21    | 2     | 0    | 0    | 0    | 1    | 10    | 0    | 0    | 0    | 0    | 0    | 34   |
| Totals     | 2    | 1678  | 297   | 45   | 48   | 52   | 6    | 656   | 103  | 9    | 23   | 1    | 0    | 2920 |
| Percent    | 0.1% | 57.5% | 10.2% | 1.5% | 1.6% | 1.8% | 0.2% | 22.5% | 3.5% | 0.3% | 0.8% | 0.0% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/4/2011

WEDNESDAY

North Bound, South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Total |
|------------|---------------|------|------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|-------|
|            | Bikes         | Tlrs | Long | Buses |               |               |               |                |               |                |               |              |               |       |
| 12:00 AM   | 0             | 8    | 0    | 0     | 0             | 0             | 0             | 10             | 1             | 0              | 0             | 0            | 0             | 19    |
| 12:15 AM   | 0             | 10   | 1    | 0     | 0             | 0             | 0             | 17             | 1             | 0              | 0             | 0            | 0             | 29    |
| 12:30 AM   | 0             | 4    | 1    | 0     | 2             | 0             | 0             | 5              | 0             | 0              | 0             | 0            | 0             | 12    |
| 12:45 AM   | 0             | 3    | 0    | 0     | 0             | 0             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 9     |
| Hour Total | 0             | 25   | 2    | 0     | 2             | 0             | 0             | 38             | 2             | 0              | 0             | 0            | 0             | 69    |
| 1:00 AM    | 0             | 2    | 3    | 0     | 1             | 0             | 0             | 14             | 1             | 0              | 0             | 0            | 0             | 21    |
| 1:15 AM    | 0             | 6    | 0    | 0     | 1             | 0             | 0             | 13             | 0             | 0              | 0             | 0            | 0             | 20    |
| 1:30 AM    | 0             | 4    | 0    | 0     | 0             | 0             | 0             | 8              | 0             | 0              | 0             | 0            | 0             | 12    |
| 1:45 AM    | 0             | 5    | 0    | 0     | 0             | 0             | 0             | 13             | 1             | 0              | 0             | 0            | 0             | 19    |
| Hour Total | 0             | 17   | 3    | 0     | 2             | 0             | 0             | 48             | 2             | 0              | 0             | 0            | 0             | 72    |
| 2:00 AM    | 0             | 9    | 3    | 0     | 3             | 0             | 0             | 12             | 0             | 0              | 0             | 0            | 0             | 27    |
| 2:15 AM    | 0             | 13   | 3    | 0     | 1             | 0             | 0             | 9              | 1             | 0              | 0             | 0            | 0             | 27    |
| 2:30 AM    | 0             | 13   | 4    | 0     | 1             | 0             | 0             | 13             | 1             | 0              | 0             | 0            | 0             | 32    |
| 2:45 AM    | 0             | 8    | 3    | 0     | 1             | 0             | 0             | 10             | 1             | 0              | 0             | 0            | 0             | 23    |
| Hour Total | 0             | 43   | 13   | 0     | 6             | 0             | 0             | 44             | 3             | 0              | 0             | 0            | 0             | 109   |
| 3:00 AM    | 0             | 7    | 1    | 0     | 0             | 0             | 0             | 22             | 0             | 0              | 0             | 0            | 0             | 30    |
| 3:15 AM    | 0             | 9    | 1    | 0     | 0             | 0             | 0             | 20             | 1             | 0              | 0             | 0            | 0             | 31    |
| 3:30 AM    | 0             | 10   | 1    | 0     | 1             | 0             | 0             | 12             | 1             | 1              | 0             | 0            | 0             | 26    |
| 3:45 AM    | 0             | 12   | 3    | 1     | 1             | 1             | 0             | 16             | 0             | 0              | 1             | 0            | 0             | 35    |
| Hour Total | 0             | 38   | 6    | 1     | 2             | 1             | 0             | 70             | 2             | 1              | 1             | 0            | 0             | 122   |
| 4:00 AM    | 0             | 13   | 4    | 0     | 0             | 1             | 0             | 19             | 1             | 0              | 0             | 0            | 0             | 38    |
| 4:15 AM    | 0             | 30   | 3    | 0     | 1             | 1             | 0             | 20             | 1             | 0              | 0             | 0            | 0             | 56    |
| 4:30 AM    | 0             | 25   | 4    | 1     | 0             | 1             | 0             | 26             | 0             | 0              | 0             | 0            | 0             | 57    |
| 4:45 AM    | 0             | 37   | 4    | 2     | 0             | 0             | 1             | 23             | 3             | 1              | 1             | 0            | 0             | 72    |
| Hour Total | 0             | 105  | 15   | 3     | 1             | 3             | 1             | 88             | 5             | 1              | 1             | 0            | 0             | 223   |
| 5:00 AM    | 0             | 44   | 11   | 0     | 2             | 1             | 0             | 25             | 1             | 0              | 1             | 0            | 0             | 85    |
| 5:15 AM    | 0             | 82   | 10   | 0     | 5             | 3             | 0             | 18             | 4             | 0              | 3             | 0            | 0             | 125   |
| 5:30 AM    | 0             | 94   | 9    | 3     | 4             | 2             | 0             | 19             | 7             | 0              | 0             | 1            | 0             | 139   |
| 5:45 AM    | 0             | 81   | 12   | 4     | 9             | 2             | 2             | 22             | 4             | 1              | 4             | 0            | 0             | 141   |
| Hour Total | 0             | 301  | 42   | 7     | 20            | 8             | 2             | 84             | 16            | 1              | 8             | 1            | 0             | 490   |
| 6:00 AM    | 0             | 90   | 15   | 2     | 8             | 2             | 0             | 25             | 5             | 0              | 0             | 0            | 0             | 147   |
| 6:15 AM    | 0             | 75   | 7    | 0     | 7             | 2             | 0             | 23             | 2             | 0              | 2             | 0            | 0             | 118   |
| 6:30 AM    | 0             | 78   | 20   | 7     | 5             | 5             | 0             | 19             | 4             | 0              | 1             | 0            | 0             | 139   |
| 6:45 AM    | 0             | 62   | 16   | 2     | 3             | 2             | 0             | 26             | 4             | 0              | 3             | 0            | 0             | 118   |
| Hour Total | 0             | 305  | 58   | 11    | 23            | 11            | 0             | 93             | 15            | 0              | 6             | 0            | 0             | 522   |
| 7:00 AM    | 0             | 53   | 16   | 2     | 4             | 2             | 0             | 30             | 3             | 0              | 0             | 0            | 0             | 110   |
| 7:15 AM    | 0             | 50   | 11   | 0     | 1             | 3             | 0             | 29             | 1             | 0              | 1             | 0            | 0             | 96    |
| 7:30 AM    | 0             | 57   | 11   | 0     | 2             | 1             | 0             | 26             | 1             | 0              | 5             | 0            | 0             | 103   |
| 7:45 AM    | 0             | 35   | 9    | 0     | 1             | 1             | 0             | 26             | 2             | 0              | 1             | 0            | 0             | 75    |
| Hour Total | 0             | 195  | 47   | 2     | 8             | 7             | 0             | 111            | 7             | 0              | 7             | 0            | 0             | 384   |

|            |   |     |    |   |    |   |   |     |    |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|-----|----|---|----|---|---|-----|
| 8:00 AM    | 1 | 43  | 8  | 0 | 3  | 2 | 0 | 19  | 1  | 0 | 2  | 0 | 0 | 79  |
| 8:15 AM    | 0 | 30  | 9  | 3 | 4  | 2 | 0 | 21  | 4  | 0 | 0  | 0 | 0 | 73  |
| 8:30 AM    | 0 | 31  | 4  | 2 | 2  | 2 | 0 | 18  | 0  | 0 | 2  | 0 | 0 | 61  |
| 8:45 AM    | 0 | 29  | 8  | 2 | 0  | 3 | 0 | 25  | 2  | 0 | 1  | 0 | 0 | 70  |
| Hour Total | 1 | 133 | 29 | 7 | 9  | 9 | 0 | 83  | 7  | 0 | 5  | 0 | 0 | 283 |
| 9:00 AM    | 0 | 22  | 6  | 1 | 2  | 1 | 0 | 27  | 2  | 0 | 1  | 0 | 0 | 62  |
| 9:15 AM    | 0 | 16  | 4  | 0 | 3  | 1 | 0 | 20  | 3  | 0 | 3  | 0 | 0 | 50  |
| 9:30 AM    | 0 | 30  | 7  | 0 | 3  | 1 | 0 | 22  | 0  | 0 | 3  | 0 | 0 | 66  |
| 9:45 AM    | 0 | 24  | 10 | 1 | 1  | 1 | 0 | 24  | 3  | 0 | 3  | 0 | 0 | 67  |
| Hour Total | 0 | 92  | 27 | 2 | 9  | 4 | 0 | 93  | 8  | 0 | 10 | 0 | 0 | 245 |
| 10:00 AM   | 2 | 15  | 6  | 0 | 2  | 1 | 0 | 19  | 3  | 0 | 3  | 0 | 0 | 51  |
| 10:15 AM   | 0 | 29  | 11 | 0 | 2  | 2 | 0 | 26  | 1  | 0 | 1  | 0 | 0 | 72  |
| 10:30 AM   | 0 | 19  | 6  | 1 | 1  | 1 | 0 | 24  | 3  | 1 | 3  | 0 | 0 | 59  |
| 10:45 AM   | 0 | 31  | 4  | 1 | 2  | 1 | 1 | 22  | 1  | 0 | 4  | 0 | 0 | 67  |
| Hour Total | 2 | 94  | 27 | 2 | 7  | 5 | 1 | 91  | 8  | 1 | 11 | 0 | 0 | 249 |
| 11:00 AM   | 1 | 17  | 9  | 1 | 1  | 1 | 0 | 22  | 3  | 1 | 5  | 0 | 0 | 61  |
| 11:15 AM   | 1 | 27  | 10 | 3 | 4  | 0 | 0 | 37  | 1  | 0 | 2  | 0 | 0 | 85  |
| 11:30 AM   | 0 | 31  | 7  | 0 | 4  | 2 | 0 | 26  | 3  | 0 | 3  | 0 | 0 | 76  |
| 11:45 AM   | 0 | 29  | 12 | 2 | 4  | 1 | 0 | 26  | 5  | 0 | 5  | 0 | 0 | 84  |
| Hour Total | 2 | 104 | 38 | 6 | 13 | 4 | 0 | 111 | 12 | 1 | 15 | 0 | 0 | 306 |
| 12:00 PM   | 1 | 28  | 9  | 0 | 3  | 0 | 0 | 24  | 2  | 1 | 2  | 0 | 0 | 70  |
| 12:15 PM   | 0 | 24  | 1  | 0 | 1  | 0 | 1 | 25  | 1  | 0 | 6  | 0 | 0 | 59  |
| 12:30 PM   | 0 | 22  | 6  | 0 | 2  | 0 | 0 | 25  | 3  | 0 | 0  | 0 | 0 | 58  |
| 12:45 PM   | 1 | 31  | 5  | 0 | 3  | 3 | 0 | 15  | 3  | 1 | 1  | 0 | 0 | 63  |
| Hour Total | 2 | 105 | 21 | 0 | 9  | 3 | 1 | 89  | 9  | 2 | 9  | 0 | 0 | 250 |
| 1:00 PM    | 2 | 28  | 3  | 0 | 3  | 1 | 0 | 21  | 2  | 0 | 3  | 0 | 0 | 63  |
| 1:15 PM    | 0 | 31  | 4  | 0 | 4  | 0 | 0 | 29  | 0  | 0 | 2  | 0 | 0 | 70  |
| 1:30 PM    | 1 | 31  | 6  | 0 | 2  | 1 | 0 | 22  | 2  | 0 | 1  | 0 | 0 | 66  |
| 1:45 PM    | 0 | 28  | 5  | 2 | 0  | 1 | 0 | 12  | 4  | 1 | 0  | 0 | 0 | 53  |
| Hour Total | 3 | 118 | 18 | 2 | 9  | 3 | 0 | 84  | 8  | 1 | 6  | 0 | 0 | 252 |
| 2:00 PM    | 0 | 33  | 7  | 1 | 5  | 2 | 0 | 11  | 3  | 0 | 5  | 0 | 0 | 67  |
| 2:15 PM    | 0 | 28  | 7  | 0 | 2  | 0 | 0 | 21  | 3  | 0 | 2  | 0 | 0 | 63  |
| 2:30 PM    | 0 | 48  | 10 | 1 | 5  | 0 | 0 | 15  | 1  | 0 | 4  | 0 | 0 | 84  |
| 2:45 PM    | 0 | 56  | 10 | 1 | 3  | 1 | 0 | 24  | 2  | 0 | 1  | 0 | 0 | 98  |
| Hour Total | 0 | 165 | 34 | 3 | 15 | 3 | 0 | 71  | 9  | 0 | 12 | 0 | 0 | 312 |
| 3:00 PM    | 0 | 44  | 7  | 0 | 1  | 1 | 0 | 14  | 1  | 1 | 2  | 0 | 0 | 71  |
| 3:15 PM    | 0 | 46  | 10 | 0 | 6  | 1 | 0 | 17  | 1  | 0 | 4  | 0 | 0 | 85  |
| 3:30 PM    | 0 | 50  | 11 | 2 | 7  | 0 | 0 | 11  | 2  | 1 | 1  | 0 | 0 | 85  |
| 3:45 PM    | 0 | 59  | 13 | 0 | 5  | 1 | 0 | 9   | 0  | 0 | 4  | 0 | 0 | 91  |
| Hour Total | 0 | 199 | 41 | 2 | 19 | 3 | 0 | 51  | 4  | 2 | 11 | 0 | 0 | 332 |



|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 59    | 12    | 0    | 7    | 1    | 0    | 11    | 2    | 0    | 1    | 0    | 0    | 93   |
| 4:15 PM    | 0    | 68    | 17    | 0    | 9    | 1    | 0    | 12    | 2    | 0    | 1    | 0    | 0    | 110  |
| 4:30 PM    | 0    | 67    | 23    | 1    | 8    | 2    | 0    | 12    | 3    | 0    | 0    | 0    | 0    | 116  |
| 4:45 PM    | 0    | 79    | 18    | 1    | 11   | 0    | 0    | 9     | 1    | 0    | 1    | 0    | 0    | 120  |
| Hour Total | 0    | 273   | 70    | 2    | 35   | 4    | 0    | 44    | 8    | 0    | 3    | 0    | 0    | 439  |
| 5:00 PM    | 0    | 64    | 22    | 1    | 5    | 2    | 0    | 17    | 2    | 0    | 1    | 0    | 0    | 114  |
| 5:15 PM    | 0    | 76    | 17    | 2    | 6    | 1    | 0    | 16    | 0    | 0    | 0    | 0    | 0    | 118  |
| 5:30 PM    | 0    | 66    | 18    | 0    | 13   | 1    | 0    | 13    | 1    | 0    | 0    | 0    | 0    | 112  |
| 5:45 PM    | 0    | 73    | 11    | 0    | 5    | 1    | 0    | 10    | 1    | 0    | 0    | 0    | 0    | 101  |
| Hour Total | 0    | 279   | 68    | 3    | 29   | 5    | 0    | 56    | 4    | 0    | 1    | 0    | 0    | 445  |
| 6:00 PM    | 0    | 56    | 13    | 0    | 4    | 1    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 83   |
| 6:15 PM    | 0    | 56    | 12    | 2    | 7    | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 85   |
| 6:30 PM    | 0    | 41    | 8     | 0    | 5    | 0    | 0    | 10    | 0    | 0    | 0    | 0    | 0    | 64   |
| 6:45 PM    | 0    | 30    | 6     | 1    | 5    | 0    | 0    | 13    | 1    | 0    | 0    | 0    | 0    | 56   |
| Hour Total | 0    | 183   | 39    | 3    | 21   | 1    | 0    | 38    | 3    | 0    | 0    | 0    | 0    | 288  |
| 7:00 PM    | 0    | 35    | 5     | 0    | 2    | 0    | 0    | 17    | 0    | 0    | 0    | 0    | 0    | 59   |
| 7:15 PM    | 0    | 32    | 2     | 0    | 1    | 0    | 0    | 15    | 0    | 0    | 0    | 0    | 0    | 50   |
| 7:30 PM    | 0    | 16    | 3     | 0    | 1    | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 28   |
| 7:45 PM    | 0    | 21    | 5     | 0    | 3    | 0    | 0    | 16    | 1    | 0    | 0    | 0    | 0    | 46   |
| Hour Total | 0    | 104   | 15    | 0    | 7    | 0    | 0    | 55    | 2    | 0    | 0    | 0    | 0    | 183  |
| 8:00 PM    | 0    | 26    | 6     | 0    | 2    | 0    | 0    | 14    | 1    | 0    | 0    | 0    | 0    | 49   |
| 8:15 PM    | 0    | 18    | 7     | 0    | 1    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 33   |
| 8:30 PM    | 0    | 25    | 3     | 1    | 4    | 0    | 0    | 13    | 2    | 1    | 0    | 0    | 0    | 49   |
| 8:45 PM    | 0    | 15    | 2     | 1    | 1    | 1    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 32   |
| Hour Total | 0    | 84    | 18    | 2    | 8    | 1    | 0    | 46    | 3    | 1    | 0    | 0    | 0    | 163  |
| 9:00 PM    | 0    | 12    | 5     | 0    | 3    | 0    | 0    | 14    | 0    | 0    | 0    | 0    | 0    | 34   |
| 9:15 PM    | 0    | 16    | 3     | 0    | 1    | 1    | 0    | 14    | 2    | 0    | 0    | 0    | 0    | 37   |
| 9:30 PM    | 0    | 14    | 1     | 0    | 0    | 0    | 0    | 19    | 1    | 0    | 0    | 0    | 0    | 35   |
| 9:45 PM    | 1    | 7     | 5     | 0    | 1    | 0    | 0    | 19    | 0    | 0    | 0    | 0    | 0    | 33   |
| Hour Total | 1    | 49    | 14    | 0    | 5    | 1    | 0    | 66    | 3    | 0    | 0    | 0    | 0    | 139  |
| 10:00 PM   | 0    | 14    | 1     | 0    | 0    | 0    | 0    | 13    | 0    | 0    | 0    | 0    | 0    | 28   |
| 10:15 PM   | 0    | 20    | 6     | 0    | 2    | 0    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 40   |
| 10:30 PM   | 0    | 13    | 0     | 0    | 1    | 0    | 0    | 9     | 1    | 0    | 0    | 0    | 0    | 24   |
| 10:45 PM   | 0    | 8     | 1     | 0    | 0    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 18   |
| Hour Total | 0    | 55    | 8     | 0    | 3    | 0    | 0    | 43    | 1    | 0    | 0    | 0    | 0    | 110  |
| 11:00 PM   | 0    | 6     | 2     | 0    | 0    | 0    | 1    | 9     | 0    | 0    | 0    | 0    | 0    | 18   |
| 11:15 PM   | 0    | 15    | 1     | 0    | 1    | 0    | 0    | 10    | 0    | 0    | 0    | 0    | 0    | 27   |
| 11:30 PM   | 0    | 12    | 0     | 0    | 0    | 0    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 20   |
| 11:45 PM   | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 0    | 39    | 4     | 0    | 1    | 0    | 1    | 36    | 0    | 0    | 0    | 0    | 0    | 81   |
| Totals     | 11   | 3105  | 657   | 58   | 263  | 76   | 6    | 1633  | 141  | 11   | 106  | 1    | 0    | 6068 |
| Percent    | 0.2% | 51.2% | 10.8% | 1.0% | 4.3% | 1.3% | 0.1% | 26.9% | 2.3% | 0.2% | 1.7% | 0.0% | 0.0% |      |

5/4/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 5          | 38        |             |           | 14         | 32        |             |           |                 |           |
| 12:15          | 12         | 24        |             |           | 17         | 35        |             |           |                 |           |
| 12:30          | 4          | 33        |             |           | 8          | 25        |             |           |                 |           |
| 12:45          | 5          | 35        | 26          | 130       | 4          | 28        | 43          | 120       | 69              | 250       |
| 1:00           | 9          | 29        |             |           | 12         | 34        |             |           |                 |           |
| 1:15           | 2          | 40        |             |           | 18         | 30        |             |           |                 |           |
| 1:30           | 5          | 35        |             |           | 7          | 31        |             |           |                 |           |
| 1:45           | 6          | 27        | 22          | 131       | 13         | 26        | 50          | 121       | 72              | 252       |
| 2:00           | 6          | 32        |             |           | 21         | 35        |             |           |                 |           |
| 2:15           | 5          | 34        |             |           | 22         | 29        |             |           |                 |           |
| 2:30           | 9          | 46        |             |           | 23         | 38        |             |           |                 |           |
| 2:45           | 2          | 40        | 22          | 152       | 21         | 58        | 87          | 160       | 109             | 312       |
| 3:00           | 10         | 31        |             |           | 20         | 40        |             |           |                 |           |
| 3:15           | 15         | 33        |             |           | 16         | 52        |             |           |                 |           |
| 3:30           | 14         | 36        |             |           | 12         | 49        |             |           |                 |           |
| 3:45           | 16         | 33        | 55          | 133       | 19         | 58        | 67          | 199       | 122             | 332       |
| 4:00           | 18         | 40        |             |           | 20         | 53        |             |           |                 |           |
| 4:15           | 36         | 33        |             |           | 20         | 77        |             |           |                 |           |
| 4:30           | 36         | 39        |             |           | 21         | 77        |             |           |                 |           |
| 4:45           | 45         | 38        | 135         | 150       | 27         | 82        | 88          | 289       | 223             | 439       |
| 5:00           | 56         | 41        |             |           | 29         | 73        |             |           |                 |           |
| 5:15           | 87         | 39        |             |           | 38         | 79        |             |           |                 |           |
| 5:30           | 81         | 22        |             |           | 58         | 90        |             |           |                 |           |
| 5:45           | 81         | 18        | 305         | 120       | 60         | 83        | 185         | 325       | 490             | 445       |
| 6:00           | 108        | 21        |             |           | 39         | 62        |             |           |                 |           |
| 6:15           | 85         | 22        |             |           | 33         | 63        |             |           |                 |           |
| 6:30           | 95         | 21        |             |           | 44         | 43        |             |           |                 |           |
| 6:45           | 75         | 18        | 363         | 82        | 43         | 38        | 159         | 206       | 522             | 288       |
| 7:00           | 74         | 17        |             |           | 36         | 42        |             |           |                 |           |
| 7:15           | 62         | 21        |             |           | 34         | 29        |             |           |                 |           |
| 7:30           | 61         | 12        |             |           | 42         | 16        |             |           |                 |           |
| 7:45           | 40         | 15        | 237         | 65        | 35         | 31        | 147         | 118       | 384             | 183       |
| 8:00           | 44         | 15        |             |           | 35         | 34        |             |           |                 |           |
| 8:15           | 47         | 15        |             |           | 26         | 18        |             |           |                 |           |
| 8:30           | 42         | 14        |             |           | 19         | 35        |             |           |                 |           |
| 8:45           | 41         | 11        | 174         | 55        | 29         | 21        | 109         | 108       | 283             | 163       |
| 9:00           | 35         | 6         |             |           | 27         | 28        |             |           |                 |           |
| 9:15           | 25         | 18        |             |           | 25         | 19        |             |           |                 |           |
| 9:30           | 32         | 18        |             |           | 34         | 17        |             |           |                 |           |
| 9:45           | 41         | 4         | 133         | 46        | 26         | 29        | 112         | 93        | 245             | 139       |
| 10:00          | 34         | 8         |             |           | 17         | 20        |             |           |                 |           |
| 10:15          | 44         | 26        |             |           | 28         | 14        |             |           |                 |           |
| 10:30          | 39         | 9         |             |           | 20         | 15        |             |           |                 |           |
| 10:45          | 32         | 10        | 149         | 53        | 35         | 8         | 100         | 57        | 249             | 110       |
| 11:00          | 27         | 7         |             |           | 34         | 11        |             |           |                 |           |
| 11:15          | 46         | 11        |             |           | 39         | 16        |             |           |                 |           |
| 11:30          | 31         | 7         |             |           | 45         | 13        |             |           |                 |           |
| 11:45          | 44         | 9         | 148         | 34        | 40         | 7         | 158         | 47        | 306             | 81        |
| Total          | 1769       | 1151      | 1769        | 1151      | 1305       | 1843      | 1305        | 1843      | 3074            | 2994      |
| Combined Total | 2920       |           | 2920        |           | 3148       |           | 3148        |           | 6068            |           |
| AM Peak        | 5:45 AM    |           |             |           | 5:15 AM    |           |             |           |                 |           |
| Vol.           | 369        |           |             |           | 195        |           |             |           |                 |           |
| P.H.F.         | 0.854      |           |             |           | 0.813      |           |             |           |                 |           |
| PM Peak        | 4:30 PM    |           |             |           | 5:00 PM    |           |             |           |                 |           |
| Vol.           | 157        |           |             |           | 325        |           |             |           |                 |           |
| P.H.F.         | 0.957      |           |             |           | 0.903      |           |             |           |                 |           |
| Percentage     | 60.6%      | 39.4%     |             |           | 41.5%      | 58.5%     |             |           |                 |           |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #:11-7199-002n

Date: 5/5/2011

THURSDAY

North Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 1    | 0    | 1     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 3     |
| 12:15 AM   | 0             | 1    | 2    | 1     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 12:30 AM   | 0             | 2    | 2    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 1                | 0               | 0                | 6     |
| 12:45 AM   | 0             | 1    | 2    | 0     | 1                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| Hour Total | 0             | 5    | 6    | 2     | 1                | 0                | 0                | 5                 | 0                | 0                 | 1                | 0               | 0                | 20    |
| 1:00 AM    | 0             | 9    | 1    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 1:15 AM    | 0             | 1    | 0    | 0     | 0                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 1:30 AM    | 0             | 0    | 1    | 0     | 0                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 1     |
| 1:45 AM    | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| Hour Total | 0             | 12   | 2    | 0     | 0                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 22    |
| 2:00 AM    | 0             | 1    | 0    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 3     |
| 2:15 AM    | 0             | 0    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| 2:30 AM    | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 4     |
| 2:45 AM    | 0             | 2    | 0    | 0     | 1                | 1                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 8     |
| Hour Total | 0             | 5    | 0    | 0     | 2                | 1                | 0                | 9                 | 0                | 0                 | 0                | 0               | 0                | 17    |
| 3:00 AM    | 0             | 0    | 0    | 0     | 1                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 1     |
| 3:15 AM    | 0             | 1    | 1    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 1                | 0               | 0                | 4     |
| 3:30 AM    | 0             | 2    | 1    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 3:45 AM    | 0             | 1    | 2    | 0     | 1                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| Hour Total | 0             | 4    | 4    | 0     | 2                | 0                | 0                | 5                 | 0                | 0                 | 1                | 0               | 0                | 16    |
| 4:00 AM    | 0             | 2    | 1    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 4:15 AM    | 0             | 3    | 1    | 0     | 1                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 9     |
| 4:30 AM    | 0             | 3    | 2    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 4:45 AM    | 0             | 12   | 1    | 0     | 1                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 18    |
| Hour Total | 0             | 20   | 5    | 0     | 3                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 38    |
| 5:00 AM    | 0             | 6    | 2    | 0     | 1                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 14    |
| 5:15 AM    | 0             | 9    | 1    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 5:30 AM    | 0             | 7    | 2    | 0     | 3                | 1                | 0                | 1                 | 2                | 0                 | 1                | 0               | 0                | 17    |
| 5:45 AM    | 0             | 5    | 6    | 0     | 3                | 0                | 0                | 5                 | 0                | 0                 | 1                | 0               | 0                | 20    |
| Hour Total | 0             | 27   | 11   | 0     | 8                | 1                | 0                | 12                | 2                | 0                 | 2                | 0               | 0                | 63    |
| 6:00 AM    | 0             | 7    | 4    | 0     | 1                | 0                | 0                | 2                 | 1                | 0                 | 1                | 1               | 0                | 17    |
| 6:15 AM    | 0             | 11   | 4    | 0     | 4                | 0                | 0                | 5                 | 0                | 0                 | 1                | 0               | 0                | 25    |
| 6:30 AM    | 0             | 8    | 4    | 0     | 5                | 1                | 0                | 1                 | 2                | 0                 | 0                | 0               | 0                | 21    |
| 6:45 AM    | 0             | 12   | 6    | 1     | 3                | 0                | 0                | 1                 | 1                | 0                 | 2                | 0               | 0                | 26    |
| Hour Total | 0             | 38   | 18   | 1     | 13               | 1                | 0                | 9                 | 4                | 0                 | 4                | 1               | 0                | 89    |
| 7:00 AM    | 0             | 6    | 3    | 0     | 3                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| 7:15 AM    | 0             | 12   | 6    | 0     | 3                | 0                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 25    |
| 7:30 AM    | 0             | 11   | 2    | 1     | 4                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| 7:45 AM    | 0             | 17   | 2    | 0     | 2                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 26    |
| Hour Total | 0             | 46   | 13   | 1     | 12               | 0                | 0                | 14                | 1                | 0                 | 0                | 0               | 0                | 87    |

|            |   |    |    |   |    |   |   |    |   |   |   |   |   |     |
|------------|---|----|----|---|----|---|---|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 11 | 1  | 0 | 2  | 0 | 0 | 4  | 0 | 0 | 1 | 0 | 0 | 19  |
| 8:15 AM    | 0 | 9  | 7  | 0 | 3  | 0 | 0 | 3  | 1 | 0 | 1 | 0 | 0 | 24  |
| 8:30 AM    | 0 | 9  | 0  | 0 | 1  | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 14  |
| 8:45 AM    | 0 | 11 | 2  | 0 | 2  | 1 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 0 | 40 | 10 | 0 | 8  | 1 | 0 | 15 | 1 | 0 | 2 | 0 | 0 | 77  |
| 9:00 AM    | 1 | 6  | 2  | 0 | 1  | 0 | 0 | 2  | 1 | 0 | 2 | 0 | 0 | 15  |
| 9:15 AM    | 0 | 7  | 4  | 1 | 0  | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 14  |
| 9:30 AM    | 0 | 10 | 5  | 0 | 1  | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 19  |
| 9:45 AM    | 0 | 14 | 4  | 1 | 2  | 0 | 0 | 1  | 0 | 0 | 1 | 0 | 0 | 23  |
| Hour Total | 1 | 37 | 15 | 2 | 4  | 0 | 0 | 8  | 1 | 0 | 3 | 0 | 0 | 71  |
| 10:00 AM   | 0 | 4  | 2  | 1 | 2  | 2 | 0 | 1  | 0 | 0 | 0 | 0 | 0 | 12  |
| 10:15 AM   | 0 | 8  | 3  | 0 | 2  | 0 | 0 | 2  | 1 | 0 | 1 | 0 | 0 | 17  |
| 10:30 AM   | 0 | 14 | 7  | 1 | 4  | 1 | 0 | 1  | 0 | 0 | 2 | 0 | 0 | 30  |
| 10:45 AM   | 0 | 9  | 2  | 0 | 0  | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 13  |
| Hour Total | 0 | 35 | 14 | 2 | 8  | 3 | 0 | 6  | 1 | 0 | 3 | 0 | 0 | 72  |
| 11:00 AM   | 0 | 6  | 4  | 0 | 5  | 0 | 0 | 2  | 2 | 0 | 1 | 0 | 0 | 20  |
| 11:15 AM   | 0 | 5  | 1  | 0 | 2  | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 10  |
| 11:30 AM   | 0 | 11 | 4  | 0 | 1  | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 20  |
| 11:45 AM   | 0 | 3  | 3  | 2 | 3  | 0 | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 11  |
| Hour Total | 0 | 25 | 12 | 2 | 11 | 0 | 0 | 8  | 2 | 0 | 1 | 0 | 0 | 61  |
| 12:00 PM   | 0 | 8  | 9  | 0 | 4  | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 23  |
| 12:15 PM   | 0 | 7  | 6  | 0 | 2  | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 18  |
| 12:30 PM   | 0 | 7  | 5  | 1 | 1  | 0 | 0 | 4  | 0 | 0 | 3 | 0 | 0 | 21  |
| 12:45 PM   | 0 | 9  | 0  | 0 | 5  | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 16  |
| Hour Total | 0 | 31 | 20 | 1 | 12 | 0 | 0 | 11 | 0 | 0 | 3 | 0 | 0 | 78  |
| 1:00 PM    | 1 | 12 | 8  | 0 | 3  | 0 | 0 | 2  | 1 | 0 | 0 | 0 | 0 | 27  |
| 1:15 PM    | 0 | 20 | 5  | 1 | 1  | 0 | 0 | 3  | 1 | 0 | 0 | 0 | 0 | 31  |
| 1:30 PM    | 1 | 23 | 7  | 0 | 1  | 0 | 0 | 2  | 3 | 0 | 0 | 0 | 0 | 37  |
| 1:45 PM    | 0 | 11 | 3  | 0 | 1  | 0 | 0 | 4  | 1 | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 2 | 66 | 23 | 1 | 6  | 0 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 115 |
| 2:00 PM    | 0 | 10 | 4  | 0 | 1  | 0 | 0 | 5  | 1 | 0 | 1 | 0 | 0 | 22  |
| 2:15 PM    | 0 | 13 | 5  | 0 | 4  | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 24  |
| 2:30 PM    | 0 | 22 | 8  | 0 | 2  | 0 | 0 | 1  | 0 | 0 | 1 | 0 | 0 | 34  |
| 2:45 PM    | 0 | 15 | 0  | 0 | 3  | 0 | 0 | 2  | 1 | 0 | 0 | 0 | 0 | 21  |
| Hour Total | 0 | 60 | 17 | 0 | 10 | 0 | 0 | 10 | 2 | 0 | 2 | 0 | 0 | 101 |
| 3:00 PM    | 0 | 17 | 8  | 0 | 6  | 1 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 35  |
| 3:15 PM    | 0 | 22 | 6  | 1 | 1  | 1 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 34  |
| 3:30 PM    | 0 | 34 | 5  | 0 | 3  | 1 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 46  |
| 3:45 PM    | 0 | 26 | 7  | 0 | 4  | 0 | 0 | 1  | 0 | 0 | 0 | 0 | 0 | 38  |
| Hour Total | 0 | 99 | 26 | 1 | 14 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 153 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 32    | 4     | 0    | 3    | 0    | 0    | 2     | 3    | 0    | 0    | 0    | 0    | 44   |
| 4:15 PM    | 1    | 18    | 13    | 0    | 3    | 0    | 0    | 2     | 1    | 0    | 1    | 0    | 0    | 39   |
| 4:30 PM    | 1    | 24    | 4     | 0    | 3    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 33   |
| 4:45 PM    | 0    | 19    | 9     | 1    | 3    | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 34   |
| Hour Total | 2    | 93    | 30    | 1    | 12   | 1    | 0    | 6     | 4    | 0    | 1    | 0    | 0    | 150  |
| 5:00 PM    | 0    | 29    | 6     | 0    | 1    | 0    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 39   |
| 5:15 PM    | 0    | 29    | 3     | 0    | 3    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 37   |
| 5:30 PM    | 0    | 32    | 5     | 0    | 2    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 40   |
| 5:45 PM    | 0    | 25    | 3     | 0    | 3    | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 33   |
| Hour Total | 0    | 115   | 17    | 0    | 9    | 1    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 149  |
| 6:00 PM    | 0    | 17    | 4     | 1    | 2    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 27   |
| 6:15 PM    | 0    | 13    | 1     | 0    | 1    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 17   |
| 6:30 PM    | 0    | 12    | 2     | 0    | 1    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 16   |
| 6:45 PM    | 1    | 8     | 2     | 0    | 1    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 13   |
| Hour Total | 1    | 50    | 9     | 1    | 5    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 73   |
| 7:00 PM    | 0    | 9     | 7     | 0    | 2    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 20   |
| 7:15 PM    | 0    | 7     | 1     | 0    | 1    | 0    | 0    | 0     | 1    | 0    | 0    | 0    | 0    | 10   |
| 7:30 PM    | 0    | 7     | 1     | 0    | 2    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 14   |
| 7:45 PM    | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 6    |
| Hour Total | 0    | 28    | 10    | 0    | 5    | 0    | 0    | 5     | 2    | 0    | 0    | 0    | 0    | 50   |
| 8:00 PM    | 0    | 6     | 1     | 0    | 1    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 8    |
| 8:15 PM    | 0    | 8     | 3     | 0    | 2    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 16   |
| 8:30 PM    | 0    | 6     | 2     | 1    | 0    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 11   |
| 8:45 PM    | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 8    |
| Hour Total | 0    | 26    | 7     | 1    | 3    | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 43   |
| 9:00 PM    | 0    | 6     | 3     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 9    |
| 9:15 PM    | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 7    |
| 9:30 PM    | 0    | 8     | 1     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 10   |
| 9:45 PM    | 0    | 5     | 2     | 0    | 2    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 12   |
| Hour Total | 0    | 25    | 7     | 0    | 2    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 38   |
| 10:00 PM   | 0    | 8     | 2     | 0    | 0    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 16   |
| 10:15 PM   | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 4    |
| 10:30 PM   | 0    | 3     | 2     | 0    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 8    |
| 10:45 PM   | 0    | 0     | 1     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 3    |
| Hour Total | 0    | 13    | 5     | 0    | 0    | 0    | 0    | 12    | 1    | 0    | 0    | 0    | 0    | 31   |
| 11:00 PM   | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 7    |
| 11:15 PM   | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 4    |
| 11:30 PM   | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 1    | 0    | 0    | 5    |
| 11:45 PM   | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 1    | 0    | 0    | 5    |
| Hour Total | 0    | 11    | 4     | 0    | 0    | 0    | 0    | 4     | 0    | 0    | 2    | 0    | 0    | 21   |
| Totals     | 6    | 911   | 285   | 16   | 150  | 12   | 0    | 200   | 29   | 0    | 25   | 1    | 0    | 1635 |
| Percent    | 0.4% | 55.7% | 17.4% | 1.0% | 9.2% | 0.7% | 0.0% | 12.2% | 1.8% | 0.0% | 1.5% | 0.1% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/5/2011

THURSDAY

South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Total |
|------------|---------------|------|------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|-------|
|            | Bikes         | Tlrs | Long | Buses |               |               |               |                |               |                |               |              |               |       |
| 12:00 AM   | 0             | 7    | 2    | 0     | 0             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 10    |
| 12:15 AM   | 0             | 3    | 1    | 0     | 0             | 1             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 9     |
| 12:30 AM   | 0             | 0    | 0    | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 0     |
| 12:45 AM   | 0             | 4    | 0    | 1     | 0             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 6     |
| Hour Total | 0             | 14   | 3    | 1     | 0             | 1             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 25    |
| 1:00 AM    | 0             | 1    | 1    | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 2     |
| 1:15 AM    | 0             | 1    | 0    | 0     | 1             | 0             | 0             | 1              | 1             | 0              | 0             | 0            | 0             | 4     |
| 1:30 AM    | 0             | 4    | 1    | 0     | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 6     |
| 1:45 AM    | 0             | 3    | 0    | 0     | 0             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 4     |
| Hour Total | 0             | 9    | 2    | 0     | 2             | 0             | 0             | 2              | 1             | 0              | 0             | 0            | 0             | 16    |
| 2:00 AM    | 0             | 8    | 0    | 0     | 1             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 9     |
| 2:15 AM    | 0             | 0    | 0    | 0     | 1             | 1             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 4     |
| 2:30 AM    | 0             | 6    | 0    | 0     | 1             | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 10    |
| 2:45 AM    | 0             | 2    | 1    | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 3     |
| Hour Total | 0             | 16   | 1    | 0     | 3             | 1             | 0             | 5              | 0             | 0              | 0             | 0            | 0             | 26    |
| 3:00 AM    | 0             | 1    | 0    | 0     | 0             | 0             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 2     |
| 3:15 AM    | 0             | 4    | 0    | 0     | 0             | 1             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 8     |
| 3:30 AM    | 0             | 5    | 0    | 0     | 0             | 0             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 5     |
| 3:45 AM    | 1             | 7    | 0    | 0     | 1             | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 13    |
| Hour Total | 1             | 17   | 0    | 0     | 1             | 1             | 0             | 8              | 0             | 0              | 0             | 0            | 0             | 28    |
| 4:00 AM    | 0             | 7    | 2    | 0     | 0             | 1             | 0             | 3              | 1             | 0              | 0             | 0            | 0             | 14    |
| 4:15 AM    | 0             | 11   | 1    | 1     | 2             | 1             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 18    |
| 4:30 AM    | 0             | 15   | 3    | 0     | 2             | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 23    |
| 4:45 AM    | 0             | 15   | 7    | 0     | 2             | 1             | 0             | 3              | 0             | 0              | 2             | 0            | 0             | 30    |
| Hour Total | 0             | 48   | 13   | 1     | 6             | 3             | 0             | 11             | 1             | 0              | 2             | 0            | 0             | 85    |
| 5:00 AM    | 0             | 16   | 2    | 0     | 6             | 0             | 0             | 1              | 0             | 0              | 1             | 0            | 0             | 26    |
| 5:15 AM    | 0             | 25   | 8    | 0     | 5             | 0             | 0             | 0              | 0             | 0              | 1             | 0            | 0             | 39    |
| 5:30 AM    | 0             | 39   | 7    | 0     | 9             | 0             | 0             | 0              | 0             | 0              | 3             | 0            | 0             | 58    |
| 5:45 AM    | 0             | 43   | 11   | 0     | 14            | 1             | 0             | 3              | 0             | 0              | 4             | 0            | 0             | 76    |
| Hour Total | 0             | 123  | 28   | 0     | 34            | 1             | 0             | 4              | 0             | 0              | 9             | 0            | 0             | 199   |
| 6:00 AM    | 0             | 50   | 12   | 0     | 7             | 0             | 0             | 2              | 3             | 0              | 1             | 0            | 0             | 75    |
| 6:15 AM    | 0             | 64   | 23   | 0     | 13            | 1             | 0             | 6              | 3             | 0              | 1             | 1            | 0             | 112   |
| 6:30 AM    | 0             | 72   | 26   | 1     | 17            | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 120   |
| 6:45 AM    | 0             | 66   | 13   | 0     | 7             | 1             | 0             | 4              | 0             | 0              | 1             | 0            | 0             | 92    |
| Hour Total | 0             | 252  | 74   | 1     | 44            | 2             | 0             | 16             | 6             | 0              | 3             | 1            | 0             | 399   |
| 7:00 AM    | 0             | 71   | 18   | 0     | 2             | 0             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 97    |
| 7:15 AM    | 0             | 53   | 10   | 0     | 7             | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 74    |
| 7:30 AM    | 2             | 47   | 16   | 0     | 7             | 0             | 0             | 8              | 0             | 0              | 1             | 0            | 0             | 81    |
| 7:45 AM    | 0             | 31   | 7    | 3     | 4             | 1             | 0             | 4              | 3             | 0              | 1             | 0            | 0             | 54    |
| Hour Total | 2             | 202  | 51   | 3     | 20            | 1             | 0             | 22             | 3             | 0              | 2             | 0            | 0             | 306   |

|            |   |    |    |   |    |   |   |    |   |   |    |   |   |     |
|------------|---|----|----|---|----|---|---|----|---|---|----|---|---|-----|
| 8:00 AM    | 0 | 16 | 7  | 0 | 6  | 0 | 0 | 4  | 1 | 0 | 1  | 0 | 0 | 35  |
| 8:15 AM    | 0 | 14 | 6  | 0 | 4  | 0 | 0 | 5  | 0 | 0 | 2  | 0 | 0 | 31  |
| 8:30 AM    | 0 | 17 | 5  | 0 | 3  | 0 | 0 | 8  | 2 | 0 | 2  | 0 | 0 | 37  |
| 8:45 AM    | 0 | 9  | 6  | 0 | 3  | 0 | 0 | 5  | 0 | 0 | 0  | 0 | 0 | 23  |
| Hour Total | 0 | 56 | 24 | 0 | 16 | 0 | 0 | 22 | 3 | 0 | 5  | 0 | 0 | 126 |
| 9:00 AM    | 0 | 8  | 2  | 0 | 3  | 1 | 0 | 1  | 0 | 0 | 1  | 1 | 0 | 17  |
| 9:15 AM    | 0 | 11 | 2  | 0 | 4  | 0 | 0 | 10 | 1 | 0 | 5  | 0 | 0 | 33  |
| 9:30 AM    | 0 | 15 | 2  | 0 | 4  | 0 | 0 | 3  | 0 | 0 | 2  | 0 | 0 | 26  |
| 9:45 AM    | 0 | 8  | 3  | 0 | 1  | 0 | 0 | 5  | 0 | 0 | 1  | 0 | 0 | 18  |
| Hour Total | 0 | 42 | 9  | 0 | 12 | 1 | 0 | 19 | 1 | 0 | 9  | 1 | 0 | 94  |
| 10:00 AM   | 0 | 11 | 8  | 0 | 6  | 0 | 0 | 10 | 1 | 0 | 0  | 0 | 0 | 36  |
| 10:15 AM   | 0 | 4  | 2  | 2 | 0  | 1 | 0 | 4  | 2 | 0 | 2  | 0 | 0 | 17  |
| 10:30 AM   | 0 | 10 | 1  | 0 | 4  | 0 | 0 | 2  | 1 | 0 | 2  | 0 | 0 | 20  |
| 10:45 AM   | 0 | 4  | 2  | 0 | 4  | 1 | 0 | 9  | 1 | 0 | 3  | 0 | 0 | 24  |
| Hour Total | 0 | 29 | 13 | 2 | 14 | 2 | 0 | 25 | 5 | 0 | 7  | 0 | 0 | 97  |
| 11:00 AM   | 0 | 12 | 1  | 0 | 1  | 1 | 0 | 3  | 0 | 0 | 4  | 0 | 0 | 22  |
| 11:15 AM   | 0 | 6  | 5  | 0 | 6  | 3 | 0 | 5  | 0 | 0 | 4  | 0 | 0 | 29  |
| 11:30 AM   | 0 | 10 | 4  | 0 | 4  | 0 | 0 | 8  | 0 | 0 | 2  | 0 | 0 | 28  |
| 11:45 AM   | 0 | 6  | 2  | 0 | 1  | 0 | 0 | 3  | 1 | 0 | 2  | 0 | 0 | 15  |
| Hour Total | 0 | 34 | 12 | 0 | 12 | 4 | 0 | 19 | 1 | 0 | 12 | 0 | 0 | 94  |
| 12:00 PM   | 1 | 13 | 3  | 1 | 5  | 0 | 0 | 3  | 2 | 0 | 2  | 0 | 0 | 30  |
| 12:15 PM   | 0 | 14 | 1  | 1 | 1  | 1 | 0 | 8  | 0 | 0 | 5  | 0 | 0 | 31  |
| 12:30 PM   | 0 | 8  | 2  | 1 | 4  | 0 | 0 | 7  | 1 | 0 | 4  | 0 | 0 | 27  |
| 12:45 PM   | 0 | 13 | 5  | 0 | 3  | 0 | 0 | 5  | 0 | 0 | 1  | 0 | 0 | 27  |
| Hour Total | 1 | 48 | 11 | 3 | 13 | 1 | 0 | 23 | 3 | 0 | 12 | 0 | 0 | 115 |
| 1:00 PM    | 0 | 14 | 2  | 0 | 2  | 0 | 0 | 5  | 0 | 0 | 2  | 0 | 0 | 25  |
| 1:15 PM    | 0 | 11 | 3  | 0 | 1  | 2 | 0 | 6  | 1 | 0 | 4  | 0 | 0 | 28  |
| 1:30 PM    | 0 | 13 | 6  | 0 | 1  | 0 | 0 | 4  | 1 | 0 | 2  | 0 | 0 | 27  |
| 1:45 PM    | 0 | 6  | 3  | 0 | 4  | 0 | 0 | 4  | 1 | 0 | 1  | 0 | 0 | 19  |
| Hour Total | 0 | 44 | 14 | 0 | 8  | 2 | 0 | 19 | 3 | 0 | 9  | 0 | 0 | 99  |
| 2:00 PM    | 0 | 15 | 1  | 0 | 3  | 0 | 0 | 5  | 0 | 0 | 2  | 0 | 0 | 26  |
| 2:15 PM    | 0 | 8  | 7  | 0 | 3  | 1 | 0 | 4  | 1 | 0 | 1  | 0 | 0 | 25  |
| 2:30 PM    | 2 | 22 | 6  | 0 | 1  | 0 | 0 | 5  | 2 | 0 | 0  | 0 | 0 | 38  |
| 2:45 PM    | 1 | 11 | 4  | 0 | 2  | 0 | 0 | 3  | 0 | 0 | 1  | 0 | 0 | 22  |
| Hour Total | 3 | 56 | 18 | 0 | 9  | 1 | 0 | 17 | 3 | 0 | 4  | 0 | 0 | 111 |
| 3:00 PM    | 0 | 21 | 5  | 0 | 1  | 0 | 0 | 3  | 2 | 0 | 0  | 0 | 0 | 32  |
| 3:15 PM    | 0 | 13 | 6  | 1 | 2  | 0 | 0 | 3  | 1 | 0 | 0  | 0 | 0 | 26  |
| 3:30 PM    | 0 | 25 | 4  | 0 | 4  | 2 | 0 | 1  | 0 | 0 | 0  | 0 | 0 | 36  |
| 3:45 PM    | 0 | 11 | 3  | 1 | 4  | 2 | 0 | 4  | 0 | 0 | 0  | 0 | 0 | 25  |
| Hour Total | 0 | 70 | 18 | 2 | 11 | 4 | 0 | 11 | 3 | 0 | 0  | 0 | 0 | 119 |

|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 1    | 13    | 6     | 0    | 7     | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 31   |
| 4:15 PM    | 1    | 14    | 7     | 0    | 5     | 0    | 0    | 3     | 1    | 0    | 1    | 0    | 0    | 32   |
| 4:30 PM    | 0    | 20    | 10    | 2    | 3     | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 40   |
| 4:45 PM    | 0    | 12    | 3     | 0    | 5     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 22   |
| Hour Total | 2    | 59    | 26    | 2    | 20    | 0    | 0    | 13    | 2    | 0    | 1    | 0    | 0    | 125  |
| 5:00 PM    | 0    | 14    | 3     | 0    | 5     | 0    | 0    | 5     | 0    | 0    | 1    | 0    | 0    | 28   |
| 5:15 PM    | 0    | 26    | 1     | 0    | 1     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 29   |
| 5:30 PM    | 0    | 18    | 3     | 0    | 4     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 26   |
| 5:45 PM    | 0    | 9     | 4     | 0    | 1     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 17   |
| Hour Total | 0    | 67    | 11    | 0    | 11    | 0    | 0    | 10    | 0    | 0    | 1    | 0    | 0    | 100  |
| 6:00 PM    | 0    | 7     | 2     | 1    | 1     | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 16   |
| 6:15 PM    | 0    | 11    | 3     | 0    | 4     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 20   |
| 6:30 PM    | 0    | 7     | 4     | 0    | 2     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 13   |
| 6:45 PM    | 0    | 9     | 2     | 0    | 2     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 15   |
| Hour Total | 0    | 34    | 11    | 1    | 9     | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 64   |
| 7:00 PM    | 0    | 12    | 5     | 0    | 2     | 1    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 22   |
| 7:15 PM    | 0    | 16    | 1     | 0    | 3     | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 22   |
| 7:30 PM    | 0    | 6     | 3     | 0    | 0     | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 11   |
| 7:45 PM    | 0    | 5     | 1     | 0    | 1     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 8    |
| Hour Total | 0    | 39    | 10    | 0    | 6     | 2    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 63   |
| 8:00 PM    | 0    | 6     | 1     | 0    | 1     | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 10   |
| 8:15 PM    | 0    | 2     | 2     | 0    | 1     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 8    |
| 8:30 PM    | 0    | 9     | 4     | 1    | 0     | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 16   |
| 8:45 PM    | 0    | 4     | 2     | 0    | 1     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 8    |
| Hour Total | 0    | 21    | 9     | 1    | 3     | 2    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 42   |
| 9:00 PM    | 2    | 4     | 2     | 0    | 0     | 0    | 0    | 0     | 1    | 0    | 0    | 0    | 0    | 9    |
| 9:15 PM    | 0    | 1     | 1     | 0    | 1     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 5    |
| 9:30 PM    | 0    | 6     | 2     | 0    | 1     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 9    |
| 9:45 PM    | 0    | 4     | 2     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 6    |
| Hour Total | 2    | 15    | 7     | 0    | 2     | 0    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 29   |
| 10:00 PM   | 0    | 5     | 4     | 0    | 2     | 1    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 12   |
| 10:15 PM   | 0    | 3     | 3     | 0    | 2     | 2    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 14   |
| 10:30 PM   | 0    | 10    | 0     | 2    | 1     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 16   |
| 10:45 PM   | 0    | 9     | 1     | 0    | 0     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 13   |
| Hour Total | 0    | 27    | 8     | 2    | 5     | 3    | 0    | 10    | 0    | 0    | 0    | 0    | 0    | 55   |
| 11:00 PM   | 0    | 15    | 2     | 0    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 18   |
| 11:15 PM   | 0    | 6     | 0     | 0    | 0     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 9    |
| 11:30 PM   | 0    | 2     | 2     | 0    | 0     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 6    |
| 11:45 PM   | 0    | 4     | 0     | 0    | 0     | 0    | 0    | 1     | 2    | 0    | 0    | 0    | 0    | 7    |
| Hour Total | 0    | 27    | 4     | 0    | 0     | 0    | 0    | 7     | 2    | 0    | 0    | 0    | 0    | 40   |
| Totals     | 11   | 1349  | 377   | 19   | 261   | 32   | 0    | 290   | 40   | 0    | 76   | 2    | 0    | 2457 |
| Percent    | 0.4% | 54.9% | 15.3% | 0.8% | 10.6% | 1.3% | 0.0% | 11.8% | 1.6% | 0.0% | 3.1% | 0.1% | 0.0% |      |



Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/5/2011

THURSDAY

North Bound, South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 8    | 2    | 1     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 12:15 AM   | 0             | 4    | 3    | 1     | 0                | 1                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 14    |
| 12:30 AM   | 0             | 2    | 2    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 1                | 0               | 0                | 6     |
| 12:45 AM   | 0             | 5    | 2    | 1     | 1                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| Hour Total | 0             | 19   | 9    | 3     | 1                | 1                | 0                | 11                | 0                | 0                 | 1                | 0               | 0                | 45    |
| 1:00 AM    | 0             | 10   | 2    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 15    |
| 1:15 AM    | 0             | 2    | 0    | 0     | 1                | 0                | 0                | 6                 | 1                | 0                 | 0                | 0               | 0                | 10    |
| 1:30 AM    | 0             | 4    | 2    | 0     | 1                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 7     |
| 1:45 AM    | 0             | 5    | 0    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| Hour Total | 0             | 21   | 4    | 0     | 2                | 0                | 0                | 10                | 1                | 0                 | 0                | 0               | 0                | 38    |
| 2:00 AM    | 0             | 9    | 0    | 0     | 2                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 2:15 AM    | 0             | 0    | 0    | 0     | 1                | 1                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 2:30 AM    | 0             | 8    | 0    | 0     | 1                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 14    |
| 2:45 AM    | 0             | 4    | 1    | 0     | 1                | 1                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 11    |
| Hour Total | 0             | 21   | 1    | 0     | 5                | 2                | 0                | 14                | 0                | 0                 | 0                | 0               | 0                | 43    |
| 3:00 AM    | 0             | 1    | 0    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 3     |
| 3:15 AM    | 0             | 5    | 1    | 0     | 0                | 1                | 0                | 4                 | 0                | 0                 | 1                | 0               | 0                | 12    |
| 3:30 AM    | 0             | 7    | 1    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 3:45 AM    | 1             | 8    | 2    | 0     | 2                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 19    |
| Hour Total | 1             | 21   | 4    | 0     | 3                | 1                | 0                | 13                | 0                | 0                 | 1                | 0               | 0                | 44    |
| 4:00 AM    | 0             | 9    | 3    | 0     | 1                | 1                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 19    |
| 4:15 AM    | 0             | 14   | 2    | 1     | 3                | 1                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 27    |
| 4:30 AM    | 0             | 18   | 5    | 0     | 2                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 29    |
| 4:45 AM    | 0             | 27   | 8    | 0     | 3                | 1                | 0                | 7                 | 0                | 0                 | 2                | 0               | 0                | 48    |
| Hour Total | 0             | 68   | 18   | 1     | 9                | 3                | 0                | 21                | 1                | 0                 | 2                | 0               | 0                | 123   |
| 5:00 AM    | 0             | 22   | 4    | 0     | 7                | 0                | 0                | 6                 | 0                | 0                 | 1                | 0               | 0                | 40    |
| 5:15 AM    | 0             | 34   | 9    | 0     | 6                | 0                | 0                | 1                 | 0                | 0                 | 1                | 0               | 0                | 51    |
| 5:30 AM    | 0             | 46   | 9    | 0     | 12               | 1                | 0                | 1                 | 2                | 0                 | 4                | 0               | 0                | 75    |
| 5:45 AM    | 0             | 48   | 17   | 0     | 17               | 1                | 0                | 8                 | 0                | 0                 | 5                | 0               | 0                | 96    |
| Hour Total | 0             | 150  | 39   | 0     | 42               | 2                | 0                | 16                | 2                | 0                 | 11               | 0               | 0                | 262   |
| 6:00 AM    | 0             | 57   | 16   | 0     | 8                | 0                | 0                | 4                 | 4                | 0                 | 2                | 1               | 0                | 92    |
| 6:15 AM    | 0             | 75   | 27   | 0     | 17               | 1                | 0                | 11                | 3                | 0                 | 2                | 1               | 0                | 137   |
| 6:30 AM    | 0             | 80   | 30   | 1     | 22               | 1                | 0                | 5                 | 2                | 0                 | 0                | 0               | 0                | 141   |
| 6:45 AM    | 0             | 78   | 19   | 1     | 10               | 1                | 0                | 5                 | 1                | 0                 | 3                | 0               | 0                | 118   |
| Hour Total | 0             | 290  | 92   | 2     | 57               | 3                | 0                | 25                | 10               | 0                 | 7                | 2               | 0                | 488   |
| 7:00 AM    | 0             | 77   | 21   | 0     | 5                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 113   |
| 7:15 AM    | 0             | 65   | 16   | 0     | 10               | 0                | 0                | 7                 | 1                | 0                 | 0                | 0               | 0                | 99    |
| 7:30 AM    | 2             | 58   | 18   | 1     | 11               | 0                | 0                | 10                | 0                | 0                 | 1                | 0               | 0                | 101   |
| 7:45 AM    | 0             | 48   | 9    | 3     | 6                | 1                | 0                | 9                 | 3                | 0                 | 1                | 0               | 0                | 80    |
| Hour Total | 2             | 248  | 64   | 4     | 32               | 1                | 0                | 36                | 4                | 0                 | 2                | 0               | 0                | 393   |

|            |   |     |    |   |    |   |   |    |   |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|----|---|---|----|---|---|-----|
| 8:00 AM    | 0 | 27  | 8  | 0 | 8  | 0 | 0 | 8  | 1 | 0 | 2  | 0 | 0 | 54  |
| 8:15 AM    | 0 | 23  | 13 | 0 | 7  | 0 | 0 | 8  | 1 | 0 | 3  | 0 | 0 | 55  |
| 8:30 AM    | 0 | 26  | 5  | 0 | 4  | 0 | 0 | 12 | 2 | 0 | 2  | 0 | 0 | 51  |
| 8:45 AM    | 0 | 20  | 8  | 0 | 5  | 1 | 0 | 9  | 0 | 0 | 0  | 0 | 0 | 43  |
| Hour Total | 0 | 96  | 34 | 0 | 24 | 1 | 0 | 37 | 4 | 0 | 7  | 0 | 0 | 203 |
| 9:00 AM    | 1 | 14  | 4  | 0 | 4  | 1 | 0 | 3  | 1 | 0 | 3  | 1 | 0 | 32  |
| 9:15 AM    | 0 | 18  | 6  | 1 | 4  | 0 | 0 | 12 | 1 | 0 | 5  | 0 | 0 | 47  |
| 9:30 AM    | 0 | 25  | 7  | 0 | 5  | 0 | 0 | 6  | 0 | 0 | 2  | 0 | 0 | 45  |
| 9:45 AM    | 0 | 22  | 7  | 1 | 3  | 0 | 0 | 6  | 0 | 0 | 2  | 0 | 0 | 41  |
| Hour Total | 1 | 79  | 24 | 2 | 16 | 1 | 0 | 27 | 2 | 0 | 12 | 1 | 0 | 165 |
| 10:00 AM   | 0 | 15  | 10 | 1 | 8  | 2 | 0 | 11 | 1 | 0 | 0  | 0 | 0 | 48  |
| 10:15 AM   | 0 | 12  | 5  | 2 | 2  | 1 | 0 | 6  | 3 | 0 | 3  | 0 | 0 | 34  |
| 10:30 AM   | 0 | 24  | 8  | 1 | 8  | 1 | 0 | 3  | 1 | 0 | 4  | 0 | 0 | 50  |
| 10:45 AM   | 0 | 13  | 4  | 0 | 4  | 1 | 0 | 11 | 1 | 0 | 3  | 0 | 0 | 37  |
| Hour Total | 0 | 64  | 27 | 4 | 22 | 5 | 0 | 31 | 6 | 0 | 10 | 0 | 0 | 169 |
| 11:00 AM   | 0 | 18  | 5  | 0 | 6  | 1 | 0 | 5  | 2 | 0 | 5  | 0 | 0 | 42  |
| 11:15 AM   | 0 | 11  | 6  | 0 | 8  | 3 | 0 | 7  | 0 | 0 | 4  | 0 | 0 | 39  |
| 11:30 AM   | 0 | 21  | 8  | 0 | 5  | 0 | 0 | 12 | 0 | 0 | 2  | 0 | 0 | 48  |
| 11:45 AM   | 0 | 9   | 5  | 2 | 4  | 0 | 0 | 3  | 1 | 0 | 2  | 0 | 0 | 26  |
| Hour Total | 0 | 59  | 24 | 2 | 23 | 4 | 0 | 27 | 3 | 0 | 13 | 0 | 0 | 155 |
| 12:00 PM   | 1 | 21  | 12 | 1 | 9  | 0 | 0 | 5  | 2 | 0 | 2  | 0 | 0 | 53  |
| 12:15 PM   | 0 | 21  | 7  | 1 | 3  | 1 | 0 | 11 | 0 | 0 | 5  | 0 | 0 | 49  |
| 12:30 PM   | 0 | 15  | 7  | 2 | 5  | 0 | 0 | 11 | 1 | 0 | 7  | 0 | 0 | 48  |
| 12:45 PM   | 0 | 22  | 5  | 0 | 8  | 0 | 0 | 7  | 0 | 0 | 1  | 0 | 0 | 43  |
| Hour Total | 1 | 79  | 31 | 4 | 25 | 1 | 0 | 34 | 3 | 0 | 15 | 0 | 0 | 193 |
| 1:00 PM    | 1 | 26  | 10 | 0 | 5  | 0 | 0 | 7  | 1 | 0 | 2  | 0 | 0 | 52  |
| 1:15 PM    | 0 | 31  | 8  | 1 | 2  | 2 | 0 | 9  | 2 | 0 | 4  | 0 | 0 | 59  |
| 1:30 PM    | 1 | 36  | 13 | 0 | 2  | 0 | 0 | 6  | 4 | 0 | 2  | 0 | 0 | 64  |
| 1:45 PM    | 0 | 17  | 6  | 0 | 5  | 0 | 0 | 8  | 2 | 0 | 1  | 0 | 0 | 39  |
| Hour Total | 2 | 110 | 37 | 1 | 14 | 2 | 0 | 30 | 9 | 0 | 9  | 0 | 0 | 214 |
| 2:00 PM    | 0 | 25  | 5  | 0 | 4  | 0 | 0 | 10 | 1 | 0 | 3  | 0 | 0 | 48  |
| 2:15 PM    | 0 | 21  | 12 | 0 | 7  | 1 | 0 | 6  | 1 | 0 | 1  | 0 | 0 | 49  |
| 2:30 PM    | 2 | 44  | 14 | 0 | 3  | 0 | 0 | 6  | 2 | 0 | 1  | 0 | 0 | 72  |
| 2:45 PM    | 1 | 26  | 4  | 0 | 5  | 0 | 0 | 5  | 1 | 0 | 1  | 0 | 0 | 43  |
| Hour Total | 3 | 116 | 35 | 0 | 19 | 1 | 0 | 27 | 5 | 0 | 6  | 0 | 0 | 212 |
| 3:00 PM    | 0 | 38  | 13 | 0 | 7  | 1 | 0 | 6  | 2 | 0 | 0  | 0 | 0 | 67  |
| 3:15 PM    | 0 | 35  | 12 | 2 | 3  | 1 | 0 | 6  | 1 | 0 | 0  | 0 | 0 | 60  |
| 3:30 PM    | 0 | 59  | 9  | 0 | 7  | 3 | 0 | 4  | 0 | 0 | 0  | 0 | 0 | 82  |
| 3:45 PM    | 0 | 37  | 10 | 1 | 8  | 2 | 0 | 5  | 0 | 0 | 0  | 0 | 0 | 63  |
| Hour Total | 0 | 169 | 44 | 3 | 25 | 7 | 0 | 21 | 3 | 0 | 0  | 0 | 0 | 272 |

|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 1    | 45    | 10    | 0    | 10    | 0    | 0    | 6     | 3    | 0    | 0    | 0    | 0    | 75   |
| 4:15 PM    | 2    | 32    | 20    | 0    | 8     | 0    | 0    | 5     | 2    | 0    | 2    | 0    | 0    | 71   |
| 4:30 PM    | 1    | 44    | 14    | 2    | 6     | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 73   |
| 4:45 PM    | 0    | 31    | 12    | 1    | 8     | 1    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 56   |
| Hour Total | 4    | 152   | 56    | 3    | 32    | 1    | 0    | 19    | 6    | 0    | 2    | 0    | 0    | 275  |
| 5:00 PM    | 0    | 43    | 9     | 0    | 6     | 0    | 0    | 7     | 1    | 0    | 1    | 0    | 0    | 67   |
| 5:15 PM    | 0    | 55    | 4     | 0    | 4     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 66   |
| 5:30 PM    | 0    | 50    | 8     | 0    | 6     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 66   |
| 5:45 PM    | 0    | 34    | 7     | 0    | 4     | 1    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 50   |
| Hour Total | 0    | 182   | 28    | 0    | 20    | 1    | 0    | 16    | 1    | 0    | 1    | 0    | 0    | 249  |
| 6:00 PM    | 0    | 24    | 6     | 2    | 3     | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 43   |
| 6:15 PM    | 0    | 24    | 4     | 0    | 5     | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 37   |
| 6:30 PM    | 0    | 19    | 6     | 0    | 3     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 29   |
| 6:45 PM    | 1    | 17    | 4     | 0    | 3     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 28   |
| Hour Total | 1    | 84    | 20    | 2    | 14    | 0    | 0    | 15    | 1    | 0    | 0    | 0    | 0    | 137  |
| 7:00 PM    | 0    | 21    | 12    | 0    | 4     | 1    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 42   |
| 7:15 PM    | 0    | 23    | 2     | 0    | 4     | 1    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 32   |
| 7:30 PM    | 0    | 13    | 4     | 0    | 2     | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 25   |
| 7:45 PM    | 0    | 10    | 2     | 0    | 1     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 14   |
| Hour Total | 0    | 67    | 20    | 0    | 11    | 2    | 0    | 10    | 3    | 0    | 0    | 0    | 0    | 113  |
| 8:00 PM    | 0    | 12    | 2     | 0    | 2     | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 18   |
| 8:15 PM    | 0    | 10    | 5     | 0    | 3     | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 24   |
| 8:30 PM    | 0    | 15    | 6     | 2    | 0     | 1    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 27   |
| 8:45 PM    | 0    | 10    | 3     | 0    | 1     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 0    | 47    | 16    | 2    | 6     | 2    | 0    | 11    | 1    | 0    | 0    | 0    | 0    | 85   |
| 9:00 PM    | 2    | 10    | 5     | 0    | 0     | 0    | 0    | 0     | 1    | 0    | 0    | 0    | 0    | 18   |
| 9:15 PM    | 0    | 7     | 2     | 0    | 1     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 12   |
| 9:30 PM    | 0    | 14    | 3     | 0    | 1     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 19   |
| 9:45 PM    | 0    | 9     | 4     | 0    | 2     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 18   |
| Hour Total | 2    | 40    | 14    | 0    | 4     | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 67   |
| 10:00 PM   | 0    | 13    | 6     | 0    | 2     | 1    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 28   |
| 10:15 PM   | 0    | 5     | 3     | 0    | 2     | 2    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 18   |
| 10:30 PM   | 0    | 13    | 2     | 2    | 1     | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 24   |
| 10:45 PM   | 0    | 9     | 2     | 0    | 0     | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 0    | 40    | 13    | 2    | 5     | 3    | 0    | 22    | 1    | 0    | 0    | 0    | 0    | 86   |
| 11:00 PM   | 0    | 19    | 3     | 0    | 0     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 25   |
| 11:15 PM   | 0    | 9     | 1     | 0    | 0     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 13   |
| 11:30 PM   | 0    | 4     | 3     | 0    | 0     | 0    | 0    | 3     | 0    | 0    | 1    | 0    | 0    | 11   |
| 11:45 PM   | 0    | 6     | 1     | 0    | 0     | 0    | 0    | 2     | 2    | 0    | 1    | 0    | 0    | 12   |
| Hour Total | 0    | 38    | 8     | 0    | 0     | 0    | 0    | 11    | 2    | 0    | 2    | 0    | 0    | 61   |
| Totals     | 17   | 2260  | 662   | 35   | 411   | 44   | 0    | 490   | 69   | 0    | 101  | 3    | 0    | 4092 |
| Percent    | 0.4% | 55.2% | 16.2% | 0.9% | 10.0% | 1.1% | 0.0% | 12.0% | 1.7% | 0.0% | 2.5% | 0.1% | 0.0% |      |

5/5/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 10         | 30        |             |           | 3          | 23        |             |           |                 |           |
| 12:15          | 9          | 31        |             |           | 5          | 18        |             |           |                 |           |
| 12:30          | 0          | 27        |             |           | 6          | 21        |             |           |                 |           |
| 12:45          | 6          | 27        | 25          | 115       | 6          | 16        | 20          | 78        | 45              | 193       |
| 1:00           | 2          | 25        |             |           | 13         | 27        |             |           |                 |           |
| 1:15           | 4          | 28        |             |           | 6          | 31        |             |           |                 |           |
| 1:30           | 6          | 27        |             |           | 1          | 37        |             |           |                 |           |
| 1:45           | 4          | 19        | 16          | 99        | 2          | 20        | 22          | 115       | 38              | 214       |
| 2:00           | 9          | 26        |             |           | 3          | 22        |             |           |                 |           |
| 2:15           | 4          | 25        |             |           | 2          | 24        |             |           |                 |           |
| 2:30           | 10         | 38        |             |           | 4          | 34        |             |           |                 |           |
| 2:45           | 3          | 22        | 26          | 111       | 8          | 21        | 17          | 101       | 43              | 212       |
| 3:00           | 2          | 32        |             |           | 1          | 35        |             |           |                 |           |
| 3:15           | 8          | 26        |             |           | 4          | 34        |             |           |                 |           |
| 3:30           | 5          | 36        |             |           | 5          | 46        |             |           |                 |           |
| 3:45           | 13         | 25        | 28          | 119       | 6          | 38        | 16          | 153       | 44              | 272       |
| 4:00           | 14         | 31        |             |           | 5          | 44        |             |           |                 |           |
| 4:15           | 18         | 32        |             |           | 9          | 39        |             |           |                 |           |
| 4:30           | 23         | 40        |             |           | 6          | 33        |             |           |                 |           |
| 4:45           | 30         | 22        | 85          | 125       | 18         | 34        | 38          | 150       | 123             | 275       |
| 5:00           | 26         | 28        |             |           | 14         | 39        |             |           |                 |           |
| 5:15           | 39         | 29        |             |           | 12         | 37        |             |           |                 |           |
| 5:30           | 58         | 26        |             |           | 17         | 40        |             |           |                 |           |
| 5:45           | 76         | 17        | 199         | 100       | 20         | 33        | 63          | 149       | 262             | 249       |
| 6:00           | 75         | 16        |             |           | 17         | 27        |             |           |                 |           |
| 6:15           | 112        | 20        |             |           | 25         | 17        |             |           |                 |           |
| 6:30           | 120        | 13        |             |           | 21         | 16        |             |           |                 |           |
| 6:45           | 92         | 15        | 399         | 64        | 26         | 13        | 89          | 73        | 488             | 137       |
| 7:00           | 97         | 22        |             |           | 16         | 20        |             |           |                 |           |
| 7:15           | 74         | 22        |             |           | 25         | 10        |             |           |                 |           |
| 7:30           | 81         | 11        |             |           | 20         | 14        |             |           |                 |           |
| 7:45           | 54         | 8         | 306         | 63        | 26         | 6         | 87          | 50        | 393             | 113       |
| 8:00           | 35         | 10        |             |           | 19         | 8         |             |           |                 |           |
| 8:15           | 31         | 8         |             |           | 24         | 16        |             |           |                 |           |
| 8:30           | 37         | 16        |             |           | 14         | 11        |             |           |                 |           |
| 8:45           | 23         | 8         | 126         | 42        | 20         | 8         | 77          | 43        | 203             | 85        |
| 9:00           | 17         | 9         |             |           | 15         | 9         |             |           |                 |           |
| 9:15           | 33         | 5         |             |           | 14         | 7         |             |           |                 |           |
| 9:30           | 26         | 9         |             |           | 19         | 10        |             |           |                 |           |
| 9:45           | 18         | 6         | 94          | 29        | 23         | 12        | 71          | 38        | 165             | 67        |
| 10:00          | 36         | 12        |             |           | 12         | 16        |             |           |                 |           |
| 10:15          | 17         | 14        |             |           | 17         | 4         |             |           |                 |           |
| 10:30          | 20         | 16        |             |           | 30         | 8         |             |           |                 |           |
| 10:45          | 24         | 13        | 97          | 55        | 13         | 3         | 72          | 31        | 169             | 86        |
| 11:00          | 22         | 18        |             |           | 20         | 7         |             |           |                 |           |
| 11:15          | 29         | 9         |             |           | 10         | 4         |             |           |                 |           |
| 11:30          | 28         | 6         |             |           | 20         | 5         |             |           |                 |           |
| 11:45          | 15         | 7         | 94          | 40        | 11         | 5         | 61          | 21        | 155             | 61        |
| Total          | 1495       | 962       | 1495        | 962       | 633        | 1002      | 633         | 1002      | 2128            | 1964      |
| Combined Total | 2457       |           | 2457        |           | 1635       |           | 1635        |           | 4092            |           |
| AM Peak        | 6:15 AM    |           |             |           | 7:15 AM    |           |             |           |                 |           |
| Vol.           | 421        |           |             |           | 90         |           |             |           |                 |           |
| P.H.F.         | 0.877      |           |             |           | 0.865      |           |             |           |                 |           |
| PM Peak        | 3:45 PM    |           |             |           | 3:30 PM    |           |             |           |                 |           |
| Vol.           | 128        |           |             |           | 167        |           |             |           |                 |           |
| P.H.F.         | 0.800      |           |             |           | 0.908      |           |             |           |                 |           |
| Percentage     | 60.8%      | 39.2%     |             |           | 38.7%      | 61.3%     |             |           |                 |           |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #:11-7199-002n

Date: 5/4/2011

WEDNESDAY

North Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 2    | 0    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 12:15 AM   | 0             | 4    | 1    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 12:30 AM   | 0             | 0    | 0    | 0     | 0                | 0                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 5     |
| 12:45 AM   | 0             | 0    | 1    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 3     |
| Hour Total | 0             | 6    | 2    | 0     | 1                | 0                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 19    |
| 1:00 AM    | 0             | 4    | 0    | 0     | 1                | 0                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 9     |
| 1:15 AM    | 0             | 0    | 0    | 0     | 0                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 4     |
| 1:30 AM    | 0             | 0    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| 1:45 AM    | 0             | 2    | 1    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| Hour Total | 0             | 6    | 1    | 0     | 1                | 0                | 0                | 11                | 1                | 0                 | 0                | 0               | 0                | 20    |
| 2:00 AM    | 0             | 3    | 2    | 0     | 1                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 2:15 AM    | 0             | 1    | 0    | 0     | 0                | 0                | 0                | 0                 | 0                | 1                 | 0                | 0               | 0                | 2     |
| 2:30 AM    | 0             | 2    | 1    | 0     | 1                | 1                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 7     |
| 2:45 AM    | 0             | 2    | 0    | 0     | 2                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| Hour Total | 0             | 8    | 3    | 0     | 4                | 1                | 0                | 3                 | 0                | 1                 | 0                | 0               | 0                | 20    |
| 3:00 AM    | 0             | 0    | 1    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 2     |
| 3:15 AM    | 0             | 5    | 1    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 9     |
| 3:30 AM    | 0             | 4    | 0    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| 3:45 AM    | 0             | 0    | 2    | 1     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| Hour Total | 0             | 9    | 4    | 1     | 0                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 21    |
| 4:00 AM    | 0             | 1    | 2    | 0     | 1                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 8     |
| 4:15 AM    | 0             | 3    | 1    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 1                | 0               | 0                | 7     |
| 4:30 AM    | 0             | 6    | 1    | 0     | 0                | 1                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 4:45 AM    | 0             | 12   | 3    | 0     | 0                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| Hour Total | 0             | 22   | 7    | 0     | 1                | 1                | 0                | 13                | 0                | 0                 | 1                | 0               | 0                | 45    |
| 5:00 AM    | 0             | 5    | 4    | 0     | 2                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 5:15 AM    | 0             | 5    | 2    | 0     | 1                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 5:30 AM    | 0             | 11   | 2    | 0     | 3                | 0                | 0                | 3                 | 1                | 0                 | 3                | 0               | 0                | 23    |
| 5:45 AM    | 0             | 14   | 7    | 0     | 3                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 26    |
| Hour Total | 0             | 35   | 15   | 0     | 9                | 0                | 0                | 9                 | 1                | 0                 | 3                | 0               | 0                | 72    |
| 6:00 AM    | 0             | 7    | 4    | 0     | 2                | 0                | 0                | 3                 | 0                | 0                 | 2                | 0               | 0                | 18    |
| 6:15 AM    | 0             | 13   | 6    | 0     | 4                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 26    |
| 6:30 AM    | 2             | 7    | 7    | 0     | 2                | 0                | 0                | 2                 | 0                | 0                 | 1                | 0               | 0                | 21    |
| 6:45 AM    | 0             | 15   | 5    | 0     | 4                | 0                | 0                | 4                 | 2                | 0                 | 1                | 0               | 0                | 31    |
| Hour Total | 2             | 42   | 22   | 0     | 12               | 0                | 0                | 12                | 2                | 0                 | 4                | 0               | 0                | 96    |
| 7:00 AM    | 0             | 9    | 3    | 0     | 3                | 1                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 18    |
| 7:15 AM    | 0             | 18   | 4    | 0     | 4                | 0                | 0                | 5                 | 1                | 0                 | 0                | 0               | 0                | 32    |
| 7:30 AM    | 0             | 14   | 4    | 1     | 2                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 23    |
| 7:45 AM    | 0             | 15   | 1    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 1                | 0               | 0                | 18    |
| Hour Total | 0             | 56   | 12   | 1     | 9                | 1                | 0                | 10                | 1                | 0                 | 1                | 0               | 0                | 91    |

|            |   |    |    |   |    |   |   |    |   |   |   |   |   |     |
|------------|---|----|----|---|----|---|---|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 12 | 4  | 0 | 0  | 0 | 0 | 1  | 1 | 0 | 2 | 0 | 0 | 20  |
| 8:15 AM    | 0 | 10 | 4  | 1 | 2  | 1 | 0 | 3  | 0 | 0 | 1 | 0 | 0 | 22  |
| 8:30 AM    | 1 | 4  | 3  | 0 | 3  | 0 | 0 | 1  | 1 | 0 | 0 | 0 | 0 | 13  |
| 8:45 AM    | 0 | 12 | 1  | 0 | 0  | 0 | 0 | 1  | 0 | 0 | 0 | 0 | 0 | 14  |
| Hour Total | 1 | 38 | 12 | 1 | 5  | 1 | 0 | 6  | 2 | 0 | 3 | 0 | 0 | 69  |
| 9:00 AM    | 0 | 7  | 3  | 0 | 0  | 0 | 0 | 3  | 1 | 0 | 1 | 0 | 0 | 15  |
| 9:15 AM    | 0 | 4  | 4  | 0 | 0  | 0 | 0 | 2  | 0 | 0 | 0 | 0 | 0 | 10  |
| 9:30 AM    | 0 | 5  | 2  | 0 | 0  | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 0 | 13  |
| 9:45 AM    | 0 | 9  | 3  | 0 | 1  | 0 | 0 | 5  | 1 | 0 | 0 | 0 | 0 | 19  |
| Hour Total | 0 | 25 | 12 | 0 | 1  | 0 | 0 | 15 | 3 | 0 | 1 | 0 | 0 | 57  |
| 10:00 AM   | 0 | 8  | 6  | 0 | 2  | 0 | 0 | 2  | 0 | 0 | 1 | 0 | 0 | 19  |
| 10:15 AM   | 0 | 6  | 1  | 0 | 3  | 0 | 0 | 1  | 0 | 0 | 1 | 0 | 0 | 12  |
| 10:30 AM   | 0 | 5  | 5  | 1 | 0  | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 14  |
| 10:45 AM   | 0 | 4  | 2  | 1 | 2  | 1 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 14  |
| Hour Total | 0 | 23 | 14 | 2 | 7  | 1 | 0 | 10 | 0 | 0 | 2 | 0 | 0 | 59  |
| 11:00 AM   | 0 | 6  | 0  | 0 | 1  | 0 | 0 | 2  | 1 | 0 | 1 | 0 | 0 | 11  |
| 11:15 AM   | 0 | 8  | 1  | 0 | 1  | 0 | 0 | 2  | 0 | 0 | 1 | 0 | 0 | 13  |
| 11:30 AM   | 0 | 9  | 4  | 1 | 3  | 1 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 22  |
| 11:45 AM   | 1 | 7  | 6  | 0 | 2  | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 20  |
| Hour Total | 1 | 30 | 11 | 1 | 7  | 1 | 0 | 12 | 1 | 0 | 2 | 0 | 0 | 66  |
| 12:00 PM   | 0 | 8  | 5  | 0 | 4  | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 20  |
| 12:15 PM   | 0 | 9  | 2  | 0 | 3  | 0 | 0 | 1  | 0 | 0 | 1 | 0 | 0 | 16  |
| 12:30 PM   | 0 | 7  | 4  | 0 | 1  | 0 | 0 | 1  | 0 | 0 | 1 | 0 | 0 | 14  |
| 12:45 PM   | 0 | 9  | 5  | 1 | 2  | 0 | 0 | 1  | 1 | 0 | 0 | 0 | 0 | 19  |
| Hour Total | 0 | 33 | 16 | 1 | 10 | 0 | 0 | 6  | 1 | 0 | 2 | 0 | 0 | 69  |
| 1:00 PM    | 0 | 6  | 2  | 0 | 1  | 0 | 0 | 2  | 0 | 0 | 1 | 0 | 0 | 12  |
| 1:15 PM    | 0 | 12 | 4  | 0 | 1  | 0 | 0 | 1  | 0 | 0 | 1 | 0 | 0 | 19  |
| 1:30 PM    | 0 | 21 | 5  | 0 | 2  | 1 | 0 | 0  | 0 | 0 | 0 | 0 | 0 | 29  |
| 1:45 PM    | 0 | 5  | 6  | 0 | 3  | 0 | 0 | 2  | 2 | 0 | 0 | 0 | 0 | 18  |
| Hour Total | 0 | 44 | 17 | 0 | 7  | 1 | 0 | 5  | 2 | 0 | 2 | 0 | 0 | 78  |
| 2:00 PM    | 0 | 11 | 5  | 0 | 2  | 0 | 0 | 1  | 0 | 0 | 1 | 0 | 0 | 20  |
| 2:15 PM    | 0 | 10 | 3  | 0 | 1  | 0 | 0 | 3  | 1 | 0 | 0 | 0 | 0 | 18  |
| 2:30 PM    | 0 | 25 | 7  | 1 | 5  | 0 | 0 | 0  | 2 | 0 | 0 | 0 | 0 | 40  |
| 2:45 PM    | 0 | 17 | 5  | 2 | 2  | 0 | 0 | 2  | 1 | 0 | 0 | 0 | 0 | 29  |
| Hour Total | 0 | 63 | 20 | 3 | 10 | 0 | 0 | 6  | 4 | 0 | 1 | 0 | 0 | 107 |
| 3:00 PM    | 0 | 11 | 3  | 0 | 3  | 0 | 0 | 3  | 0 | 0 | 0 | 0 | 0 | 20  |
| 3:15 PM    | 0 | 17 | 3  | 1 | 0  | 0 | 0 | 0  | 1 | 0 | 0 | 0 | 0 | 22  |
| 3:30 PM    | 1 | 24 | 9  | 0 | 2  | 0 | 0 | 1  | 0 | 0 | 0 | 0 | 0 | 37  |
| 3:45 PM    | 0 | 24 | 8  | 1 | 3  | 0 | 0 | 0  | 0 | 0 | 1 | 0 | 0 | 37  |
| Hour Total | 1 | 76 | 23 | 2 | 8  | 0 | 0 | 4  | 1 | 0 | 1 | 0 | 0 | 116 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 22    | 4     | 0    | 3    | 0    | 0    | 1     | 0    | 1    | 0    | 0    | 0    | 31   |
| 4:15 PM    | 0    | 26    | 8     | 0    | 2    | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 40   |
| 4:30 PM    | 0    | 29    | 8     | 0    | 4    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 42   |
| 4:45 PM    | 0    | 23    | 10    | 0    | 4    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 40   |
| Hour Total | 0    | 100   | 30    | 0    | 13   | 0    | 0    | 8     | 1    | 1    | 0    | 0    | 0    | 153  |
| 5:00 PM    | 0    | 38    | 4     | 0    | 1    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 45   |
| 5:15 PM    | 0    | 30    | 5     | 0    | 1    | 0    | 0    | 0     | 1    | 0    | 0    | 0    | 0    | 37   |
| 5:30 PM    | 0    | 24    | 10    | 0    | 2    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 36   |
| 5:45 PM    | 1    | 24    | 5     | 0    | 1    | 1    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 36   |
| Hour Total | 1    | 116   | 24    | 0    | 5    | 1    | 0    | 4     | 3    | 0    | 0    | 0    | 0    | 154  |
| 6:00 PM    | 0    | 10    | 3     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 13   |
| 6:15 PM    | 0    | 15    | 5     | 0    | 2    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 23   |
| 6:30 PM    | 1    | 3     | 2     | 0    | 1    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 8    |
| 6:45 PM    | 0    | 4     | 3     | 0    | 1    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 12   |
| Hour Total | 1    | 32    | 13    | 0    | 4    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 56   |
| 7:00 PM    | 0    | 13    | 4     | 0    | 1    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 19   |
| 7:15 PM    | 0    | 5     | 2     | 0    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 10   |
| 7:30 PM    | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 5    |
| 7:45 PM    | 0    | 5     | 1     | 0    | 1    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 7    |
| Hour Total | 0    | 27    | 7     | 0    | 2    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 41   |
| 8:00 PM    | 0    | 7     | 3     | 0    | 2    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 13   |
| 8:15 PM    | 0    | 3     | 3     | 0    | 0    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 10   |
| 8:30 PM    | 0    | 0     | 2     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 3    |
| 8:45 PM    | 0    | 3     | 1     | 0    | 2    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 9    |
| Hour Total | 0    | 13    | 9     | 0    | 4    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 35   |
| 9:00 PM    | 0    | 3     | 0     | 0    | 4    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 8    |
| 9:15 PM    | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 5    |
| 9:30 PM    | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 4    |
| 9:45 PM    | 0    | 4     | 0     | 0    | 1    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 8    |
| Hour Total | 0    | 13    | 1     | 0    | 5    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 25   |
| 10:00 PM   | 0    | 9     | 2     | 0    | 2    | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 20   |
| 10:15 PM   | 0    | 6     | 1     | 1    | 1    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 10   |
| 10:30 PM   | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 1    |
| 10:45 PM   | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 4    |
| Hour Total | 0    | 19    | 3     | 1    | 3    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 35   |
| 11:00 PM   | 0    | 4     | 1     | 0    | 0    | 1    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 8    |
| 11:15 PM   | 0    | 0     | 1     | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 1    |
| 11:30 PM   | 0    | 3     | 2     | 0    | 0    | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 6    |
| 11:45 PM   | 0    | 1     | 2     | 0    | 0    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 6    |
| Hour Total | 0    | 8     | 6     | 0    | 0    | 1    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 21   |
| Totals     | 7    | 844   | 284   | 13   | 128  | 9    | 0    | 191   | 24   | 2    | 23   | 0    | 0    | 1525 |
| Percent    | 0.5% | 55.3% | 18.6% | 0.9% | 8.4% | 0.6% | 0.0% | 12.5% | 1.6% | 0.1% | 1.5% | 0.0% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/4/2011

WEDNESDAY

South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 9    | 0    | 0     | 3                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 12:15 AM   | 0             | 5    | 1    | 0     | 0                | 1                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 7     |
| 12:30 AM   | 0             | 6    | 0    | 0     | 0                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 12:45 AM   | 0             | 1    | 2    | 0     | 1                | 1                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| Hour Total | 0             | 21   | 3    | 0     | 4                | 2                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 31    |
| 1:00 AM    | 0             | 4    | 0    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 6     |
| 1:15 AM    | 0             | 0    | 1    | 0     | 0                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 1     |
| 1:30 AM    | 0             | 1    | 0    | 0     | 0                | 0                | 0                | 0                 | 1                | 0                 | 0                | 0               | 0                | 2     |
| 1:45 AM    | 0             | 1    | 1    | 0     | 0                | 1                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| Hour Total | 0             | 6    | 2    | 0     | 1                | 1                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 14    |
| 2:00 AM    | 0             | 7    | 1    | 0     | 0                | 2                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 2:15 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 0                 | 1                | 0                 | 0                | 0               | 0                | 4     |
| 2:30 AM    | 0             | 5    | 1    | 0     | 1                | 0                | 0                | 1                 | 1                | 0                 | 0                | 0               | 0                | 9     |
| 2:45 AM    | 0             | 4    | 0    | 0     | 1                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 7     |
| Hour Total | 0             | 19   | 2    | 0     | 2                | 2                | 0                | 3                 | 2                | 0                 | 0                | 0               | 0                | 30    |
| 3:00 AM    | 0             | 2    | 3    | 0     | 1                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 3:15 AM    | 0             | 6    | 1    | 0     | 2                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 3:30 AM    | 0             | 11   | 1    | 0     | 1                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 15    |
| 3:45 AM    | 0             | 4    | 0    | 0     | 0                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 4     |
| Hour Total | 0             | 23   | 5    | 0     | 4                | 0                | 0                | 9                 | 0                | 0                 | 0                | 0               | 0                | 41    |
| 4:00 AM    | 0             | 11   | 2    | 0     | 0                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 4:15 AM    | 0             | 7    | 1    | 0     | 0                | 1                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 4:30 AM    | 0             | 17   | 7    | 0     | 3                | 2                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 31    |
| 4:45 AM    | 0             | 18   | 5    | 1     | 4                | 0                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 32    |
| Hour Total | 0             | 53   | 15   | 1     | 7                | 3                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 89    |
| 5:00 AM    | 0             | 16   | 9    | 0     | 5                | 0                | 0                | 2                 | 0                | 0                 | 3                | 0               | 0                | 35    |
| 5:15 AM    | 0             | 26   | 5    | 0     | 2                | 0                | 0                | 2                 | 1                | 0                 | 3                | 0               | 0                | 39    |
| 5:30 AM    | 0             | 38   | 8    | 0     | 5                | 0                | 0                | 2                 | 1                | 0                 | 1                | 0               | 0                | 55    |
| 5:45 AM    | 0             | 43   | 17   | 0     | 12               | 0                | 0                | 3                 | 1                | 0                 | 3                | 0               | 0                | 79    |
| Hour Total | 0             | 123  | 39   | 0     | 24               | 0                | 0                | 9                 | 3                | 0                 | 10               | 0               | 0                | 208   |
| 6:00 AM    | 0             | 50   | 11   | 0     | 12               | 0                | 0                | 4                 | 1                | 0                 | 1                | 0               | 0                | 79    |
| 6:15 AM    | 0             | 69   | 16   | 0     | 12               | 0                | 0                | 7                 | 3                | 0                 | 1                | 0               | 0                | 108   |
| 6:30 AM    | 0             | 88   | 21   | 1     | 14               | 1                | 0                | 3                 | 4                | 0                 | 0                | 0               | 0                | 132   |
| 6:45 AM    | 1             | 90   | 16   | 1     | 5                | 0                | 0                | 3                 | 2                | 0                 | 2                | 0               | 0                | 120   |
| Hour Total | 1             | 297  | 64   | 2     | 43               | 1                | 0                | 17                | 10               | 0                 | 4                | 0               | 0                | 439   |
| 7:00 AM    | 0             | 69   | 20   | 0     | 11               | 0                | 0                | 2                 | 3                | 0                 | 1                | 0               | 0                | 106   |
| 7:15 AM    | 0             | 54   | 13   | 0     | 3                | 0                | 0                | 3                 | 0                | 0                 | 2                | 0               | 0                | 75    |
| 7:30 AM    | 0             | 46   | 11   | 0     | 6                | 0                | 0                | 1                 | 1                | 0                 | 1                | 0               | 0                | 66    |
| 7:45 AM    | 0             | 43   | 7    | 0     | 5                | 0                | 0                | 3                 | 0                | 0                 | 3                | 0               | 0                | 61    |
| Hour Total | 0             | 212  | 51   | 0     | 25               | 0                | 0                | 9                 | 4                | 0                 | 7                | 0               | 0                | 308   |



|            |   |    |    |   |    |   |   |    |   |   |    |   |   |     |
|------------|---|----|----|---|----|---|---|----|---|---|----|---|---|-----|
| 8:00 AM    | 0 | 20 | 8  | 1 | 5  | 1 | 0 | 10 | 2 | 0 | 1  | 0 | 0 | 48  |
| 8:15 AM    | 1 | 13 | 6  | 0 | 3  | 0 | 0 | 3  | 0 | 0 | 0  | 0 | 0 | 26  |
| 8:30 AM    | 1 | 14 | 2  | 1 | 9  | 0 | 0 | 12 | 0 | 0 | 0  | 0 | 0 | 39  |
| 8:45 AM    | 0 | 9  | 4  | 2 | 5  | 0 | 0 | 12 | 1 | 0 | 3  | 0 | 0 | 36  |
| Hour Total | 2 | 56 | 20 | 4 | 22 | 1 | 0 | 37 | 3 | 0 | 4  | 0 | 0 | 149 |
| 9:00 AM    | 0 | 7  | 6  | 0 | 2  | 0 | 0 | 5  | 0 | 0 | 0  | 0 | 0 | 20  |
| 9:15 AM    | 0 | 7  | 2  | 0 | 2  | 1 | 0 | 6  | 4 | 0 | 2  | 0 | 0 | 24  |
| 9:30 AM    | 0 | 7  | 5  | 0 | 2  | 1 | 0 | 4  | 1 | 0 | 0  | 0 | 0 | 20  |
| 9:45 AM    | 0 | 3  | 3  | 1 | 0  | 0 | 0 | 3  | 0 | 0 | 2  | 0 | 0 | 12  |
| Hour Total | 0 | 24 | 16 | 1 | 6  | 2 | 0 | 18 | 5 | 0 | 4  | 0 | 0 | 76  |
| 10:00 AM   | 0 | 5  | 1  | 0 | 2  | 0 | 0 | 7  | 1 | 0 | 1  | 0 | 0 | 17  |
| 10:15 AM   | 1 | 11 | 1  | 0 | 4  | 0 | 0 | 5  | 3 | 0 | 4  | 0 | 0 | 29  |
| 10:30 AM   | 1 | 5  | 2  | 0 | 2  | 1 | 0 | 3  | 1 | 0 | 1  | 0 | 0 | 16  |
| 10:45 AM   | 0 | 5  | 3  | 1 | 2  | 2 | 0 | 7  | 0 | 0 | 4  | 0 | 0 | 24  |
| Hour Total | 2 | 26 | 7  | 1 | 10 | 3 | 0 | 22 | 5 | 0 | 10 | 0 | 0 | 86  |
| 11:00 AM   | 0 | 7  | 3  | 0 | 4  | 1 | 0 | 8  | 1 | 0 | 1  | 0 | 0 | 25  |
| 11:15 AM   | 0 | 4  | 4  | 2 | 2  | 0 | 0 | 3  | 1 | 0 | 1  | 0 | 0 | 17  |
| 11:30 AM   | 0 | 10 | 1  | 3 | 4  | 0 | 0 | 6  | 0 | 0 | 4  | 0 | 0 | 28  |
| 11:45 AM   | 0 | 11 | 1  | 0 | 3  | 1 | 0 | 5  | 0 | 0 | 0  | 0 | 0 | 21  |
| Hour Total | 0 | 32 | 9  | 5 | 13 | 2 | 0 | 22 | 2 | 0 | 6  | 0 | 0 | 91  |
| 12:00 PM   | 0 | 7  | 6  | 0 | 4  | 1 | 0 | 3  | 0 | 0 | 2  | 0 | 0 | 23  |
| 12:15 PM   | 0 | 14 | 5  | 0 | 1  | 0 | 0 | 7  | 0 | 0 | 1  | 0 | 0 | 28  |
| 12:30 PM   | 0 | 11 | 4  | 0 | 4  | 1 | 0 | 4  | 0 | 0 | 1  | 0 | 0 | 25  |
| 12:45 PM   | 0 | 8  | 2  | 0 | 3  | 0 | 0 | 6  | 0 | 0 | 1  | 0 | 0 | 20  |
| Hour Total | 0 | 40 | 17 | 0 | 12 | 2 | 0 | 20 | 0 | 0 | 5  | 0 | 0 | 96  |
| 1:00 PM    | 1 | 16 | 4  | 0 | 1  | 0 | 0 | 4  | 2 | 0 | 1  | 0 | 0 | 29  |
| 1:15 PM    | 0 | 7  | 11 | 0 | 5  | 0 | 0 | 6  | 1 | 0 | 2  | 0 | 0 | 32  |
| 1:30 PM    | 0 | 16 | 4  | 0 | 3  | 0 | 0 | 2  | 0 | 0 | 2  | 0 | 0 | 27  |
| 1:45 PM    | 0 | 9  | 1  | 0 | 2  | 0 | 0 | 4  | 1 | 0 | 2  | 0 | 0 | 19  |
| Hour Total | 1 | 48 | 20 | 0 | 11 | 0 | 0 | 16 | 4 | 0 | 7  | 0 | 0 | 107 |
| 2:00 PM    | 0 | 12 | 5  | 0 | 2  | 0 | 0 | 5  | 1 | 0 | 0  | 0 | 0 | 25  |
| 2:15 PM    | 1 | 12 | 2  | 0 | 0  | 1 | 0 | 2  | 1 | 0 | 3  | 0 | 0 | 22  |
| 2:30 PM    | 0 | 35 | 8  | 2 | 8  | 0 | 0 | 2  | 2 | 0 | 2  | 0 | 0 | 59  |
| 2:45 PM    | 0 | 8  | 2  | 0 | 7  | 0 | 0 | 2  | 0 | 0 | 1  | 0 | 0 | 20  |
| Hour Total | 1 | 67 | 17 | 2 | 17 | 1 | 0 | 11 | 4 | 0 | 6  | 0 | 0 | 126 |
| 3:00 PM    | 0 | 10 | 3  | 1 | 4  | 0 | 0 | 2  | 2 | 0 | 0  | 0 | 0 | 22  |
| 3:15 PM    | 1 | 12 | 5  | 0 | 1  | 2 | 0 | 0  | 1 | 0 | 3  | 0 | 0 | 25  |
| 3:30 PM    | 0 | 17 | 9  | 0 | 4  | 0 | 0 | 1  | 0 | 0 | 1  | 0 | 0 | 32  |
| 3:45 PM    | 0 | 9  | 1  | 0 | 2  | 0 | 0 | 3  | 0 | 0 | 1  | 0 | 0 | 16  |
| Hour Total | 1 | 48 | 18 | 1 | 11 | 2 | 0 | 6  | 3 | 0 | 5  | 0 | 0 | 95  |

|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 21    | 7     | 0    | 4     | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 34   |
| 4:15 PM    | 0    | 18    | 4     | 0    | 4     | 1    | 0    | 0     | 3    | 0    | 0    | 0    | 0    | 30   |
| 4:30 PM    | 0    | 14    | 3     | 0    | 4     | 0    | 0    | 5     | 0    | 0    | 1    | 0    | 0    | 27   |
| 4:45 PM    | 0    | 16    | 5     | 0    | 4     | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 33   |
| Hour Total | 0    | 69    | 19    | 0    | 16    | 1    | 0    | 13    | 5    | 0    | 1    | 0    | 0    | 124  |
| 5:00 PM    | 0    | 23    | 10    | 0    | 2     | 2    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 42   |
| 5:15 PM    | 0    | 15    | 8     | 1    | 5     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 30   |
| 5:30 PM    | 0    | 11    | 0     | 1    | 6     | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 22   |
| 5:45 PM    | 0    | 8     | 2     | 0    | 3     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 0    | 57    | 20    | 2    | 16    | 2    | 0    | 12    | 1    | 0    | 0    | 0    | 0    | 110  |
| 6:00 PM    | 0    | 8     | 2     | 0    | 3     | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 15   |
| 6:15 PM    | 0    | 4     | 3     | 0    | 1     | 1    | 0    | 0     | 2    | 0    | 0    | 0    | 0    | 11   |
| 6:30 PM    | 0    | 2     | 3     | 0    | 1     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 6    |
| 6:45 PM    | 0    | 5     | 4     | 0    | 1     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 11   |
| Hour Total | 0    | 19    | 12    | 0    | 6     | 1    | 0    | 2     | 3    | 0    | 0    | 0    | 0    | 43   |
| 7:00 PM    | 0    | 4     | 4     | 0    | 2     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 12   |
| 7:15 PM    | 0    | 4     | 1     | 0    | 0     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 8    |
| 7:30 PM    | 0    | 4     | 3     | 0    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 8    |
| 7:45 PM    | 0    | 4     | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 7    |
| Hour Total | 0    | 16    | 8     | 0    | 4     | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 35   |
| 8:00 PM    | 0    | 8     | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 11   |
| 8:15 PM    | 0    | 4     | 3     | 0    | 0     | 1    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 10   |
| 8:30 PM    | 0    | 5     | 1     | 0    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 7    |
| 8:45 PM    | 0    | 6     | 1     | 0    | 4     | 2    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 0    | 23    | 6     | 0    | 6     | 3    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 44   |
| 9:00 PM    | 0    | 4     | 0     | 0    | 5     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 12   |
| 9:15 PM    | 1    | 1     | 0     | 0    | 0     | 1    | 0    | 0     | 1    | 0    | 0    | 0    | 0    | 4    |
| 9:30 PM    | 0    | 0     | 1     | 0    | 0     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 3    |
| 9:45 PM    | 0    | 4     | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 5    |
| Hour Total | 1    | 9     | 1     | 0    | 6     | 1    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 24   |
| 10:00 PM   | 0    | 5     | 1     | 0    | 1     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 9    |
| 10:15 PM   | 0    | 6     | 1     | 1    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 9    |
| 10:30 PM   | 2    | 8     | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 11   |
| 10:45 PM   | 0    | 7     | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 9    |
| Hour Total | 2    | 26    | 3     | 1    | 2     | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 38   |
| 11:00 PM   | 0    | 4     | 0     | 0    | 2     | 1    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 8    |
| 11:15 PM   | 0    | 2     | 2     | 0    | 0     | 1    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 7    |
| 11:30 PM   | 0    | 11    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 11   |
| 11:45 PM   | 0    | 7     | 1     | 0    | 1     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 11   |
| Hour Total | 0    | 24    | 3     | 0    | 3     | 2    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 37   |
| Totals     | 11   | 1338  | 377   | 20   | 271   | 32   | 0    | 266   | 57   | 0    | 69   | 0    | 0    | 2441 |
| Percent    | 0.5% | 54.8% | 15.4% | 0.8% | 11.1% | 1.3% | 0.0% | 10.9% | 2.3% | 0.0% | 2.8% | 0.0% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

Tracy

Project #:11-7199-002s

Date: 5/4/2011

WEDNESDAY

North Bound, South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Total |
|------------|---------------|------|------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|-------|
|            | Bikes         | Tlrs | Long | Buses |               |               |               |                |               |                |               |              |               |       |
| 12:00 AM   | 0             | 11   | 0    | 0     | 3             | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 17    |
| 12:15 AM   | 0             | 9    | 2    | 0     | 0             | 1             | 0             | 1              | 0             | 0              | 0             | 0            | 0             | 13    |
| 12:30 AM   | 0             | 6    | 0    | 0     | 0             | 0             | 0             | 4              | 1             | 0              | 0             | 0            | 0             | 11    |
| 12:45 AM   | 0             | 1    | 3    | 0     | 2             | 1             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 9     |
| Hour Total | 0             | 27   | 5    | 0     | 5             | 2             | 0             | 10             | 1             | 0              | 0             | 0            | 0             | 50    |
| 1:00 AM    | 0             | 8    | 0    | 0     | 2             | 0             | 0             | 4              | 1             | 0              | 0             | 0            | 0             | 15    |
| 1:15 AM    | 0             | 0    | 1    | 0     | 0             | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 5     |
| 1:30 AM    | 0             | 1    | 0    | 0     | 0             | 0             | 0             | 2              | 1             | 0              | 0             | 0            | 0             | 4     |
| 1:45 AM    | 0             | 3    | 2    | 0     | 0             | 1             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 10    |
| Hour Total | 0             | 12   | 3    | 0     | 2             | 1             | 0             | 14             | 2             | 0              | 0             | 0            | 0             | 34    |
| 2:00 AM    | 0             | 10   | 3    | 0     | 1             | 2             | 0             | 0              | 0             | 0              | 0             | 0            | 0             | 16    |
| 2:15 AM    | 0             | 4    | 0    | 0     | 0             | 0             | 0             | 0              | 1             | 1              | 0             | 0            | 0             | 6     |
| 2:30 AM    | 0             | 7    | 2    | 0     | 2             | 1             | 0             | 3              | 1             | 0              | 0             | 0            | 0             | 16    |
| 2:45 AM    | 0             | 6    | 0    | 0     | 3             | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 12    |
| Hour Total | 0             | 27   | 5    | 0     | 6             | 3             | 0             | 6              | 2             | 1              | 0             | 0            | 0             | 50    |
| 3:00 AM    | 0             | 2    | 4    | 0     | 1             | 0             | 0             | 5              | 0             | 0              | 0             | 0            | 0             | 12    |
| 3:15 AM    | 0             | 11   | 2    | 0     | 2             | 0             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 21    |
| 3:30 AM    | 0             | 15   | 1    | 0     | 1             | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 20    |
| 3:45 AM    | 0             | 4    | 2    | 1     | 0             | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 9     |
| Hour Total | 0             | 32   | 9    | 1     | 4             | 0             | 0             | 16             | 0             | 0              | 0             | 0            | 0             | 62    |
| 4:00 AM    | 0             | 12   | 4    | 0     | 1             | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 21    |
| 4:15 AM    | 0             | 10   | 2    | 0     | 0             | 1             | 0             | 6              | 0             | 0              | 1             | 0            | 0             | 20    |
| 4:30 AM    | 0             | 23   | 8    | 0     | 3             | 3             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 41    |
| 4:45 AM    | 0             | 30   | 8    | 1     | 4             | 0             | 0             | 8              | 1             | 0              | 0             | 0            | 0             | 52    |
| Hour Total | 0             | 75   | 22   | 1     | 8             | 4             | 0             | 22             | 1             | 0              | 1             | 0            | 0             | 134   |
| 5:00 AM    | 0             | 21   | 13   | 0     | 7             | 0             | 0             | 4              | 0             | 0              | 3             | 0            | 0             | 48    |
| 5:15 AM    | 0             | 31   | 7    | 0     | 3             | 0             | 0             | 4              | 1             | 0              | 3             | 0            | 0             | 49    |
| 5:30 AM    | 0             | 49   | 10   | 0     | 8             | 0             | 0             | 5              | 2             | 0              | 4             | 0            | 0             | 78    |
| 5:45 AM    | 0             | 57   | 24   | 0     | 15            | 0             | 0             | 5              | 1             | 0              | 3             | 0            | 0             | 105   |
| Hour Total | 0             | 158  | 54   | 0     | 33            | 0             | 0             | 18             | 4             | 0              | 13            | 0            | 0             | 280   |
| 6:00 AM    | 0             | 57   | 15   | 0     | 14            | 0             | 0             | 7              | 1             | 0              | 3             | 0            | 0             | 97    |
| 6:15 AM    | 0             | 82   | 22   | 0     | 16            | 0             | 0             | 10             | 3             | 0              | 1             | 0            | 0             | 134   |
| 6:30 AM    | 2             | 95   | 28   | 1     | 16            | 1             | 0             | 5              | 4             | 0              | 1             | 0            | 0             | 153   |
| 6:45 AM    | 1             | 105  | 21   | 1     | 9             | 0             | 0             | 7              | 4             | 0              | 3             | 0            | 0             | 151   |
| Hour Total | 3             | 339  | 86   | 2     | 55            | 1             | 0             | 29             | 12            | 0              | 8             | 0            | 0             | 535   |
| 7:00 AM    | 0             | 78   | 23   | 0     | 14            | 1             | 0             | 4              | 3             | 0              | 1             | 0            | 0             | 124   |
| 7:15 AM    | 0             | 72   | 17   | 0     | 7             | 0             | 0             | 8              | 1             | 0              | 2             | 0            | 0             | 107   |
| 7:30 AM    | 0             | 60   | 15   | 1     | 8             | 0             | 0             | 3              | 1             | 0              | 1             | 0            | 0             | 89    |
| 7:45 AM    | 0             | 58   | 8    | 0     | 5             | 0             | 0             | 4              | 0             | 0              | 4             | 0            | 0             | 79    |
| Hour Total | 0             | 268  | 63   | 1     | 34            | 1             | 0             | 19             | 5             | 0              | 8             | 0            | 0             | 399   |

|            |   |     |    |   |    |   |   |    |   |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|----|---|---|----|---|---|-----|
| 8:00 AM    | 0 | 32  | 12 | 1 | 5  | 1 | 0 | 11 | 3 | 0 | 3  | 0 | 0 | 68  |
| 8:15 AM    | 1 | 23  | 10 | 1 | 5  | 1 | 0 | 6  | 0 | 0 | 1  | 0 | 0 | 48  |
| 8:30 AM    | 2 | 18  | 5  | 1 | 12 | 0 | 0 | 13 | 1 | 0 | 0  | 0 | 0 | 52  |
| 8:45 AM    | 0 | 21  | 5  | 2 | 5  | 0 | 0 | 13 | 1 | 0 | 3  | 0 | 0 | 50  |
| Hour Total | 3 | 94  | 32 | 5 | 27 | 2 | 0 | 43 | 5 | 0 | 7  | 0 | 0 | 218 |
| 9:00 AM    | 0 | 14  | 9  | 0 | 2  | 0 | 0 | 8  | 1 | 0 | 1  | 0 | 0 | 35  |
| 9:15 AM    | 0 | 11  | 6  | 0 | 2  | 1 | 0 | 8  | 4 | 0 | 2  | 0 | 0 | 34  |
| 9:30 AM    | 0 | 12  | 7  | 0 | 2  | 1 | 0 | 9  | 2 | 0 | 0  | 0 | 0 | 33  |
| 9:45 AM    | 0 | 12  | 6  | 1 | 1  | 0 | 0 | 8  | 1 | 0 | 2  | 0 | 0 | 31  |
| Hour Total | 0 | 49  | 28 | 1 | 7  | 2 | 0 | 33 | 8 | 0 | 5  | 0 | 0 | 133 |
| 10:00 AM   | 0 | 13  | 7  | 0 | 4  | 0 | 0 | 9  | 1 | 0 | 2  | 0 | 0 | 36  |
| 10:15 AM   | 1 | 17  | 2  | 0 | 7  | 0 | 0 | 6  | 3 | 0 | 5  | 0 | 0 | 41  |
| 10:30 AM   | 1 | 10  | 7  | 1 | 2  | 1 | 0 | 6  | 1 | 0 | 1  | 0 | 0 | 30  |
| 10:45 AM   | 0 | 9   | 5  | 2 | 4  | 3 | 0 | 11 | 0 | 0 | 4  | 0 | 0 | 38  |
| Hour Total | 2 | 49  | 21 | 3 | 17 | 4 | 0 | 32 | 5 | 0 | 12 | 0 | 0 | 145 |
| 11:00 AM   | 0 | 13  | 3  | 0 | 5  | 1 | 0 | 10 | 2 | 0 | 2  | 0 | 0 | 36  |
| 11:15 AM   | 0 | 12  | 5  | 2 | 3  | 0 | 0 | 5  | 1 | 0 | 2  | 0 | 0 | 30  |
| 11:30 AM   | 0 | 19  | 5  | 4 | 7  | 1 | 0 | 10 | 0 | 0 | 4  | 0 | 0 | 50  |
| 11:45 AM   | 1 | 18  | 7  | 0 | 5  | 1 | 0 | 9  | 0 | 0 | 0  | 0 | 0 | 41  |
| Hour Total | 1 | 62  | 20 | 6 | 20 | 3 | 0 | 34 | 3 | 0 | 8  | 0 | 0 | 157 |
| 12:00 PM   | 0 | 15  | 11 | 0 | 8  | 1 | 0 | 6  | 0 | 0 | 2  | 0 | 0 | 43  |
| 12:15 PM   | 0 | 23  | 7  | 0 | 4  | 0 | 0 | 8  | 0 | 0 | 2  | 0 | 0 | 44  |
| 12:30 PM   | 0 | 18  | 8  | 0 | 5  | 1 | 0 | 5  | 0 | 0 | 2  | 0 | 0 | 39  |
| 12:45 PM   | 0 | 17  | 7  | 1 | 5  | 0 | 0 | 7  | 1 | 0 | 1  | 0 | 0 | 39  |
| Hour Total | 0 | 73  | 33 | 1 | 22 | 2 | 0 | 26 | 1 | 0 | 7  | 0 | 0 | 165 |
| 1:00 PM    | 1 | 22  | 6  | 0 | 2  | 0 | 0 | 6  | 2 | 0 | 2  | 0 | 0 | 41  |
| 1:15 PM    | 0 | 19  | 15 | 0 | 6  | 0 | 0 | 7  | 1 | 0 | 3  | 0 | 0 | 51  |
| 1:30 PM    | 0 | 37  | 9  | 0 | 5  | 1 | 0 | 2  | 0 | 0 | 2  | 0 | 0 | 56  |
| 1:45 PM    | 0 | 14  | 7  | 0 | 5  | 0 | 0 | 6  | 3 | 0 | 2  | 0 | 0 | 37  |
| Hour Total | 1 | 92  | 37 | 0 | 18 | 1 | 0 | 21 | 6 | 0 | 9  | 0 | 0 | 185 |
| 2:00 PM    | 0 | 23  | 10 | 0 | 4  | 0 | 0 | 6  | 1 | 0 | 1  | 0 | 0 | 45  |
| 2:15 PM    | 1 | 22  | 5  | 0 | 1  | 1 | 0 | 5  | 2 | 0 | 3  | 0 | 0 | 40  |
| 2:30 PM    | 0 | 60  | 15 | 3 | 13 | 0 | 0 | 2  | 4 | 0 | 2  | 0 | 0 | 99  |
| 2:45 PM    | 0 | 25  | 7  | 2 | 9  | 0 | 0 | 4  | 1 | 0 | 1  | 0 | 0 | 49  |
| Hour Total | 1 | 130 | 37 | 5 | 27 | 1 | 0 | 17 | 8 | 0 | 7  | 0 | 0 | 233 |
| 3:00 PM    | 0 | 21  | 6  | 1 | 7  | 0 | 0 | 5  | 2 | 0 | 0  | 0 | 0 | 42  |
| 3:15 PM    | 1 | 29  | 8  | 1 | 1  | 2 | 0 | 0  | 2 | 0 | 3  | 0 | 0 | 47  |
| 3:30 PM    | 1 | 41  | 18 | 0 | 6  | 0 | 0 | 2  | 0 | 0 | 1  | 0 | 0 | 69  |
| 3:45 PM    | 0 | 33  | 9  | 1 | 5  | 0 | 0 | 3  | 0 | 0 | 2  | 0 | 0 | 53  |
| Hour Total | 2 | 124 | 41 | 3 | 19 | 2 | 0 | 10 | 4 | 0 | 6  | 0 | 0 | 211 |

|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 43    | 11    | 0    | 7     | 0    | 0    | 2     | 1    | 1    | 0    | 0    | 0    | 65   |
| 4:15 PM    | 0    | 44    | 12    | 0    | 6     | 1    | 0    | 3     | 4    | 0    | 0    | 0    | 0    | 70   |
| 4:30 PM    | 0    | 43    | 11    | 0    | 8     | 0    | 0    | 6     | 0    | 0    | 1    | 0    | 0    | 69   |
| 4:45 PM    | 0    | 39    | 15    | 0    | 8     | 0    | 0    | 10    | 1    | 0    | 0    | 0    | 0    | 73   |
| Hour Total | 0    | 169   | 49    | 0    | 29    | 1    | 0    | 21    | 6    | 1    | 1    | 0    | 0    | 277  |
| 5:00 PM    | 0    | 61    | 14    | 0    | 3     | 2    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 87   |
| 5:15 PM    | 0    | 45    | 13    | 1    | 6     | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 67   |
| 5:30 PM    | 0    | 35    | 10    | 1    | 8     | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 58   |
| 5:45 PM    | 1    | 32    | 7     | 0    | 4     | 1    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 52   |
| Hour Total | 1    | 173   | 44    | 2    | 21    | 3    | 0    | 16    | 4    | 0    | 0    | 0    | 0    | 264  |
| 6:00 PM    | 0    | 18    | 5     | 0    | 3     | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 28   |
| 6:15 PM    | 0    | 19    | 8     | 0    | 3     | 1    | 0    | 1     | 2    | 0    | 0    | 0    | 0    | 34   |
| 6:30 PM    | 1    | 5     | 5     | 0    | 2     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 14   |
| 6:45 PM    | 0    | 9     | 7     | 0    | 2     | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 23   |
| Hour Total | 1    | 51    | 25    | 0    | 10    | 1    | 0    | 8     | 3    | 0    | 0    | 0    | 0    | 99   |
| 7:00 PM    | 0    | 17    | 8     | 0    | 3     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 31   |
| 7:15 PM    | 0    | 9     | 3     | 0    | 0     | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 18   |
| 7:30 PM    | 0    | 8     | 3     | 0    | 0     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 13   |
| 7:45 PM    | 0    | 9     | 1     | 0    | 3     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 14   |
| Hour Total | 0    | 43    | 15    | 0    | 6     | 0    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 76   |
| 8:00 PM    | 0    | 15    | 4     | 0    | 4     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 24   |
| 8:15 PM    | 0    | 7     | 6     | 0    | 0     | 1    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 20   |
| 8:30 PM    | 0    | 5     | 3     | 0    | 0     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 10   |
| 8:45 PM    | 0    | 9     | 2     | 0    | 6     | 2    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 25   |
| Hour Total | 0    | 36    | 15    | 0    | 10    | 3    | 0    | 15    | 0    | 0    | 0    | 0    | 0    | 79   |
| 9:00 PM    | 0    | 7     | 0     | 0    | 9     | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 20   |
| 9:15 PM    | 1    | 3     | 1     | 0    | 0     | 1    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 9    |
| 9:30 PM    | 0    | 4     | 1     | 0    | 0     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 7    |
| 9:45 PM    | 0    | 8     | 0     | 0    | 2     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 13   |
| Hour Total | 1    | 22    | 2     | 0    | 11    | 1    | 0    | 11    | 1    | 0    | 0    | 0    | 0    | 49   |
| 10:00 PM   | 0    | 14    | 3     | 0    | 3     | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 29   |
| 10:15 PM   | 0    | 12    | 2     | 2    | 1     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 19   |
| 10:30 PM   | 2    | 9     | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 12   |
| 10:45 PM   | 0    | 10    | 1     | 0    | 1     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 13   |
| Hour Total | 2    | 45    | 6     | 2    | 5     | 0    | 0    | 13    | 0    | 0    | 0    | 0    | 0    | 73   |
| 11:00 PM   | 0    | 8     | 1     | 0    | 2     | 2    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 16   |
| 11:15 PM   | 0    | 2     | 3     | 0    | 0     | 1    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 8    |
| 11:30 PM   | 0    | 14    | 2     | 0    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 17   |
| 11:45 PM   | 0    | 8     | 3     | 0    | 1     | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 17   |
| Hour Total | 0    | 32    | 9     | 0    | 3     | 3    | 0    | 11    | 0    | 0    | 0    | 0    | 0    | 58   |
| Totals     | 18   | 2182  | 661   | 33   | 399   | 41   | 0    | 457   | 81   | 2    | 92   | 0    | 0    | 3966 |
| Percent    | 0.5% | 55.0% | 16.7% | 0.8% | 10.1% | 1.0% | 0.0% | 11.5% | 2.0% | 0.1% | 2.3% | 0.0% | 0.0% |      |

5/4/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Inside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 12         | 23        |             |           | 5          | 20        |             |           |                 |           |
| 12:15          | 7          | 28        |             |           | 6          | 16        |             |           |                 |           |
| 12:30          | 6          | 25        |             |           | 5          | 14        |             |           |                 |           |
| 12:45          | 6          | 20        | 31          | 96        | 3          | 19        | 19          | 69        | 50              | 165       |
| 1:00           | 6          | 29        |             |           | 9          | 12        |             |           |                 |           |
| 1:15           | 1          | 32        |             |           | 4          | 19        |             |           |                 |           |
| 1:30           | 2          | 27        |             |           | 2          | 29        |             |           |                 |           |
| 1:45           | 5          | 19        | 14          | 107       | 5          | 18        | 20          | 78        | 34              | 185       |
| 2:00           | 10         | 25        |             |           | 6          | 20        |             |           |                 |           |
| 2:15           | 4          | 22        |             |           | 2          | 18        |             |           |                 |           |
| 2:30           | 9          | 59        |             |           | 7          | 40        |             |           |                 |           |
| 2:45           | 7          | 20        | 30          | 126       | 5          | 29        | 20          | 107       | 50              | 233       |
| 3:00           | 10         | 22        |             |           | 2          | 20        |             |           |                 |           |
| 3:15           | 12         | 25        |             |           | 9          | 22        |             |           |                 |           |
| 3:30           | 15         | 32        |             |           | 5          | 37        |             |           |                 |           |
| 3:45           | 4          | 16        | 41          | 95        | 5          | 37        | 21          | 116       | 62              | 211       |
| 4:00           | 13         | 34        |             |           | 8          | 31        |             |           |                 |           |
| 4:15           | 13         | 30        |             |           | 7          | 40        |             |           |                 |           |
| 4:30           | 31         | 27        |             |           | 10         | 42        |             |           |                 |           |
| 4:45           | 32         | 33        | 89          | 124       | 20         | 40        | 45          | 153       | 134             | 277       |
| 5:00           | 35         | 42        |             |           | 13         | 45        |             |           |                 |           |
| 5:15           | 39         | 30        |             |           | 10         | 37        |             |           |                 |           |
| 5:30           | 55         | 22        |             |           | 23         | 36        |             |           |                 |           |
| 5:45           | 79         | 16        | 208         | 110       | 26         | 36        | 72          | 154       | 280             | 264       |
| 6:00           | 79         | 15        |             |           | 18         | 13        |             |           |                 |           |
| 6:15           | 108        | 11        |             |           | 26         | 23        |             |           |                 |           |
| 6:30           | 132        | 6         |             |           | 21         | 8         |             |           |                 |           |
| 6:45           | 120        | 11        | 439         | 43        | 31         | 12        | 96          | 56        | 535             | 99        |
| 7:00           | 106        | 12        |             |           | 18         | 19        |             |           |                 |           |
| 7:15           | 75         | 8         |             |           | 32         | 10        |             |           |                 |           |
| 7:30           | 66         | 8         |             |           | 23         | 5         |             |           |                 |           |
| 7:45           | 61         | 7         | 308         | 35        | 18         | 7         | 91          | 41        | 399             | 76        |
| 8:00           | 48         | 11        |             |           | 20         | 13        |             |           |                 |           |
| 8:15           | 26         | 10        |             |           | 22         | 10        |             |           |                 |           |
| 8:30           | 39         | 7         |             |           | 13         | 3         |             |           |                 |           |
| 8:45           | 36         | 16        | 149         | 44        | 14         | 9         | 69          | 35        | 218             | 79        |
| 9:00           | 20         | 12        |             |           | 15         | 8         |             |           |                 |           |
| 9:15           | 24         | 4         |             |           | 10         | 5         |             |           |                 |           |
| 9:30           | 20         | 3         |             |           | 13         | 4         |             |           |                 |           |
| 9:45           | 12         | 5         | 76          | 24        | 19         | 8         | 57          | 25        | 133             | 49        |
| 10:00          | 17         | 9         |             |           | 19         | 20        |             |           |                 |           |
| 10:15          | 29         | 9         |             |           | 12         | 10        |             |           |                 |           |
| 10:30          | 16         | 11        |             |           | 14         | 1         |             |           |                 |           |
| 10:45          | 24         | 9         | 86          | 38        | 14         | 4         | 59          | 35        | 145             | 73        |
| 11:00          | 25         | 8         |             |           | 11         | 8         |             |           |                 |           |
| 11:15          | 17         | 7         |             |           | 13         | 1         |             |           |                 |           |
| 11:30          | 28         | 11        |             |           | 22         | 6         |             |           |                 |           |
| 11:45          | 21         | 11        | 91          | 37        | 20         | 6         | 66          | 21        | 157             | 58        |
| Total          | 1562       | 879       | 1562        | 879       | 635        | 890       | 635         | 890       | 2197            | 1769      |
| Combined Total | 2441       |           | 2441        |           | 1525       |           | 1525        |           | 3966            |           |
| AM Peak        | 6:15 AM    |           |             |           | 6:45 AM    |           |             |           |                 |           |
| Vol.           | 466        |           |             |           | 104        |           |             |           |                 |           |
| P.H.F.         | 0.883      |           |             |           | 0.813      |           |             |           |                 |           |
| PM Peak        |            | 4:15 PM   |             |           |            | 4:15 PM   |             |           |                 |           |
| Vol.           |            | 132       |             |           |            | 167       |             |           |                 |           |
| P.H.F.         |            | 0.786     |             |           |            | 0.928     |             |           |                 |           |
| Percentage     | 64.0%      | 36.0%     |             |           | 41.6%      | 58.4%     |             |           |                 |           |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001n

Date: 5/5/2011

THURSDAY

North Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 0     | 0     | 1     | 4     | 10    | 9     | 6     | 1     | 0     | 0       | 31    |
| 12:15 AM   | 0    | 0     | 0     | 0     | 0     | 0     | 3     | 3     | 2     | 3     | 0     | 0     | 0       | 11    |
| 12:30 AM   | 0    | 0     | 0     | 0     | 1     | 1     | 7     | 4     | 2     | 0     | 0     | 1     | 0       | 16    |
| 12:45 AM   | 0    | 0     | 0     | 0     | 2     | 2     | 1     | 6     | 1     | 5     | 1     | 0     | 0       | 18    |
| Hour Total | 0    | 0     | 0     | 0     | 3     | 4     | 15    | 23    | 14    | 14    | 2     | 1     | 0       | 76    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 2     | 2     | 9     | 4     | 0     | 0     | 0       | 19    |
| 1:15 AM    | 0    | 0     | 0     | 1     | 0     | 0     | 3     | 5     | 1     | 0     | 0     | 0     | 0       | 10    |
| 1:30 AM    | 0    | 0     | 0     | 1     | 1     | 2     | 4     | 8     | 2     | 4     | 0     | 0     | 0       | 22    |
| 1:45 AM    | 0    | 0     | 0     | 1     | 0     | 1     | 4     | 9     | 1     | 0     | 0     | 0     | 0       | 16    |
| Hour Total | 0    | 0     | 0     | 3     | 2     | 4     | 13    | 24    | 13    | 8     | 0     | 0     | 0       | 67    |
| 2:00 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 2     | 4     | 3     | 3     | 0     | 1     | 0       | 14    |
| 2:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 3     | 2     | 0     | 0     | 0     | 0       | 5     |
| 2:30 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 3     | 11    | 8     | 1     | 0     | 0     | 0       | 24    |
| 2:45 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 2     | 8     | 4     | 1     | 0     | 0     | 0       | 16    |
| Hour Total | 0    | 0     | 0     | 0     | 0     | 3     | 7     | 26    | 17    | 5     | 0     | 1     | 0       | 59    |
| 3:00 AM    | 0    | 0     | 0     | 0     | 1     | 3     | 8     | 4     | 0     | 1     | 1     | 0     | 0       | 18    |
| 3:15 AM    | 0    | 0     | 0     | 0     | 1     | 3     | 1     | 9     | 1     | 1     | 0     | 0     | 0       | 16    |
| 3:30 AM    | 0    | 0     | 0     | 1     | 3     | 2     | 6     | 9     | 10    | 5     | 2     | 0     | 0       | 38    |
| 3:45 AM    | 0    | 0     | 1     | 0     | 0     | 1     | 3     | 3     | 1     | 0     | 0     | 0     | 0       | 9     |
| Hour Total | 0    | 0     | 1     | 1     | 5     | 9     | 18    | 25    | 12    | 7     | 3     | 0     | 0       | 81    |
| 4:00 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 4     | 5     | 1     | 2     | 0     | 0     | 0       | 12    |
| 4:15 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 3     | 7     | 2     | 1     | 0     | 0     | 0       | 15    |
| 4:30 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 5     | 2     | 5     | 2     | 0     | 0     | 0       | 16    |
| 4:45 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 1     | 3     | 7     | 2     | 0     | 0     | 0       | 13    |
| Hour Total | 0    | 0     | 0     | 0     | 0     | 4     | 13    | 17    | 15    | 7     | 0     | 0     | 0       | 56    |
| 5:00 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 6     | 5     | 3     | 0     | 0     | 0       | 14    |
| 5:15 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 3     | 2     | 3     | 1     | 1     | 1     | 0       | 12    |
| 5:30 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 2     | 4     | 10    | 4     | 1     | 0     | 0       | 21    |
| 5:45 AM    | 0    | 0     | 0     | 0     | 1     | 2     | 4     | 9     | 10    | 3     | 0     | 0     | 0       | 29    |
| Hour Total | 0    | 0     | 0     | 0     | 1     | 3     | 9     | 21    | 28    | 11    | 2     | 1     | 0       | 76    |
| 6:00 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 8     | 6     | 9     | 3     | 2     | 1     | 0       | 29    |
| 6:15 AM    | 1    | 0     | 0     | 1     | 2     | 2     | 11    | 15    | 15    | 2     | 2     | 0     | 0       | 51    |
| 6:30 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 6     | 15    | 12    | 4     | 3     | 0     | 0       | 41    |
| 6:45 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 6     | 13    | 11    | 4     | 1     | 0     | 0       | 37    |
| Hour Total | 1    | 0     | 0     | 1     | 2     | 5     | 31    | 49    | 47    | 13    | 8     | 1     | 0       | 158   |
| 7:00 AM    | 0    | 0     | 0     | 0     | 1     | 6     | 9     | 19    | 11    | 2     | 1     | 0     | 0       | 49    |
| 7:15 AM    | 0    | 0     | 1     | 1     | 0     | 3     | 7     | 8     | 15    | 2     | 3     | 1     | 0       | 41    |
| 7:30 AM    | 0    | 0     | 1     | 1     | 1     | 4     | 5     | 13    | 7     | 5     | 0     | 0     | 0       | 37    |
| 7:45 AM    | 0    | 1     | 0     | 0     | 0     | 1     | 4     | 16    | 11    | 6     | 1     | 1     | 0       | 41    |
| Hour Total | 0    | 1     | 2     | 2     | 2     | 14    | 25    | 56    | 44    | 15    | 5     | 2     | 0       | 168   |

|            |   |   |   |   |   |    |    |     |    |    |    |   |   |     |
|------------|---|---|---|---|---|----|----|-----|----|----|----|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 3 | 0 | 3  | 13 | 7   | 8  | 3  | 1  | 0 | 0 | 38  |
| 8:15 AM    | 0 | 0 | 0 | 0 | 0 | 1  | 7  | 16  | 11 | 8  | 0  | 0 | 0 | 43  |
| 8:30 AM    | 0 | 0 | 1 | 0 | 1 | 3  | 9  | 19  | 8  | 3  | 2  | 0 | 0 | 46  |
| 8:45 AM    | 0 | 0 | 0 | 1 | 0 | 3  | 12 | 15  | 13 | 4  | 1  | 1 | 0 | 50  |
| Hour Total | 0 | 0 | 1 | 4 | 1 | 10 | 41 | 57  | 40 | 18 | 4  | 1 | 0 | 177 |
| 9:00 AM    | 0 | 0 | 0 | 5 | 3 | 10 | 10 | 17  | 11 | 1  | 0  | 0 | 0 | 57  |
| 9:15 AM    | 0 | 0 | 0 | 0 | 0 | 7  | 5  | 7   | 11 | 1  | 3  | 0 | 0 | 34  |
| 9:30 AM    | 0 | 0 | 0 | 0 | 0 | 1  | 10 | 13  | 16 | 3  | 0  | 0 | 0 | 43  |
| 9:45 AM    | 0 | 0 | 0 | 0 | 0 | 2  | 9  | 9   | 9  | 2  | 0  | 0 | 0 | 31  |
| Hour Total | 0 | 0 | 0 | 5 | 3 | 20 | 34 | 46  | 47 | 7  | 3  | 0 | 0 | 165 |
| 10:00 AM   | 0 | 0 | 0 | 0 | 1 | 7  | 11 | 21  | 11 | 1  | 0  | 0 | 0 | 52  |
| 10:15 AM   | 0 | 0 | 0 | 0 | 1 | 11 | 8  | 19  | 13 | 2  | 1  | 1 | 0 | 56  |
| 10:30 AM   | 0 | 0 | 0 | 0 | 1 | 4  | 14 | 23  | 12 | 4  | 1  | 1 | 0 | 60  |
| 10:45 AM   | 0 | 0 | 0 | 0 | 0 | 2  | 11 | 21  | 21 | 5  | 0  | 0 | 0 | 60  |
| Hour Total | 0 | 0 | 0 | 0 | 3 | 24 | 44 | 84  | 57 | 12 | 2  | 2 | 0 | 228 |
| 11:00 AM   | 0 | 0 | 1 | 2 | 1 | 3  | 11 | 21  | 15 | 6  | 0  | 0 | 0 | 60  |
| 11:15 AM   | 0 | 0 | 0 | 0 | 1 | 0  | 11 | 18  | 15 | 6  | 1  | 0 | 0 | 52  |
| 11:30 AM   | 0 | 0 | 0 | 0 | 1 | 0  | 4  | 22  | 17 | 8  | 4  | 1 | 0 | 57  |
| 11:45 AM   | 0 | 0 | 0 | 1 | 1 | 3  | 5  | 20  | 19 | 5  | 1  | 1 | 0 | 56  |
| Hour Total | 0 | 0 | 1 | 3 | 4 | 6  | 31 | 81  | 66 | 25 | 6  | 2 | 0 | 225 |
| 12:00 PM   | 0 | 0 | 0 | 0 | 1 | 2  | 12 | 31  | 34 | 7  | 1  | 0 | 0 | 88  |
| 12:15 PM   | 0 | 0 | 0 | 0 | 0 | 13 | 17 | 19  | 16 | 4  | 2  | 1 | 0 | 72  |
| 12:30 PM   | 0 | 0 | 0 | 0 | 0 | 2  | 2  | 26  | 28 | 6  | 1  | 0 | 0 | 65  |
| 12:45 PM   | 0 | 0 | 0 | 1 | 0 | 0  | 6  | 25  | 15 | 3  | 3  | 0 | 0 | 53  |
| Hour Total | 0 | 0 | 0 | 1 | 1 | 17 | 37 | 101 | 93 | 20 | 7  | 1 | 0 | 278 |
| 1:00 PM    | 0 | 0 | 1 | 0 | 0 | 0  | 11 | 12  | 18 | 3  | 0  | 0 | 0 | 45  |
| 1:15 PM    | 0 | 0 | 0 | 0 | 2 | 8  | 14 | 18  | 9  | 5  | 2  | 0 | 0 | 58  |
| 1:30 PM    | 0 | 0 | 0 | 0 | 0 | 8  | 23 | 28  | 25 | 14 | 1  | 1 | 0 | 100 |
| 1:45 PM    | 0 | 0 | 0 | 0 | 0 | 4  | 6  | 22  | 21 | 8  | 0  | 3 | 0 | 64  |
| Hour Total | 0 | 0 | 1 | 0 | 2 | 20 | 54 | 80  | 73 | 30 | 3  | 4 | 0 | 267 |
| 2:00 PM    | 0 | 1 | 0 | 1 | 2 | 3  | 14 | 37  | 13 | 7  | 2  | 0 | 0 | 80  |
| 2:15 PM    | 0 | 0 | 0 | 1 | 3 | 7  | 4  | 21  | 18 | 16 | 1  | 0 | 0 | 71  |
| 2:30 PM    | 0 | 0 | 0 | 0 | 3 | 22 | 53 | 26  | 30 | 12 | 7  | 0 | 0 | 153 |
| 2:45 PM    | 0 | 0 | 0 | 0 | 1 | 11 | 7  | 11  | 21 | 7  | 5  | 0 | 0 | 63  |
| Hour Total | 0 | 1 | 0 | 2 | 9 | 43 | 78 | 95  | 82 | 42 | 15 | 0 | 0 | 367 |
| 3:00 PM    | 0 | 0 | 1 | 3 | 1 | 7  | 16 | 34  | 19 | 8  | 1  | 0 | 0 | 90  |
| 3:15 PM    | 0 | 0 | 0 | 0 | 0 | 1  | 6  | 18  | 19 | 6  | 3  | 1 | 0 | 54  |
| 3:30 PM    | 0 | 3 | 0 | 2 | 3 | 7  | 16 | 30  | 25 | 11 | 2  | 0 | 0 | 99  |
| 3:45 PM    | 0 | 1 | 0 | 0 | 2 | 0  | 5  | 25  | 20 | 8  | 1  | 0 | 0 | 62  |
| Hour Total | 0 | 4 | 1 | 5 | 6 | 15 | 43 | 107 | 83 | 33 | 7  | 1 | 0 | 305 |



|            |   |   |    |    |    |     |     |      |      |     |     |    |   |      |
|------------|---|---|----|----|----|-----|-----|------|------|-----|-----|----|---|------|
| 4:00 PM    | 0 | 0 | 0  | 0  | 0  | 2   | 9   | 15   | 21   | 13  | 3   | 1  | 0 | 64   |
| 4:15 PM    | 0 | 1 | 2  | 3  | 3  | 1   | 11  | 10   | 12   | 12  | 6   | 1  | 0 | 62   |
| 4:30 PM    | 0 | 0 | 0  | 0  | 0  | 1   | 16  | 53   | 26   | 16  | 5   | 1  | 1 | 119  |
| 4:45 PM    | 0 | 0 | 1  | 0  | 1  | 1   | 15  | 30   | 41   | 10  | 0   | 1  | 0 | 100  |
| Hour Total | 0 | 1 | 3  | 3  | 4  | 5   | 51  | 108  | 100  | 51  | 14  | 4  | 1 | 345  |
| 5:00 PM    | 0 | 0 | 0  | 0  | 0  | 1   | 11  | 50   | 37   | 10  | 5   | 0  | 0 | 114  |
| 5:15 PM    | 0 | 0 | 1  | 0  | 0  | 3   | 16  | 23   | 27   | 14  | 7   | 0  | 0 | 91   |
| 5:30 PM    | 0 | 0 | 0  | 0  | 0  | 0   | 5   | 15   | 38   | 17  | 5   | 0  | 0 | 80   |
| 5:45 PM    | 0 | 0 | 0  | 0  | 1  | 0   | 3   | 43   | 22   | 8   | 2   | 0  | 0 | 79   |
| Hour Total | 0 | 0 | 1  | 0  | 1  | 4   | 35  | 131  | 124  | 49  | 19  | 0  | 0 | 364  |
| 6:00 PM    | 0 | 0 | 0  | 1  | 0  | 2   | 10  | 18   | 20   | 12  | 5   | 1  | 0 | 69   |
| 6:15 PM    | 0 | 0 | 1  | 4  | 1  | 1   | 4   | 14   | 21   | 7   | 7   | 1  | 0 | 61   |
| 6:30 PM    | 0 | 0 | 0  | 0  | 3  | 2   | 11  | 21   | 11   | 1   | 3   | 0  | 0 | 52   |
| 6:45 PM    | 0 | 0 | 0  | 0  | 0  | 0   | 1   | 18   | 17   | 5   | 4   | 0  | 0 | 45   |
| Hour Total | 0 | 0 | 1  | 5  | 4  | 5   | 26  | 71   | 69   | 25  | 19  | 2  | 0 | 227  |
| 7:00 PM    | 0 | 0 | 0  | 0  | 2  | 1   | 5   | 14   | 17   | 4   | 0   | 0  | 0 | 43   |
| 7:15 PM    | 0 | 0 | 0  | 0  | 1  | 1   | 9   | 16   | 16   | 11  | 1   | 0  | 0 | 55   |
| 7:30 PM    | 0 | 0 | 0  | 0  | 0  | 0   | 5   | 11   | 15   | 7   | 0   | 0  | 0 | 38   |
| 7:45 PM    | 0 | 0 | 0  | 0  | 0  | 2   | 7   | 6    | 6    | 2   | 1   | 0  | 0 | 24   |
| Hour Total | 0 | 0 | 0  | 0  | 3  | 4   | 26  | 47   | 54   | 24  | 2   | 0  | 0 | 160  |
| 8:00 PM    | 0 | 0 | 0  | 2  | 1  | 2   | 7   | 8    | 3    | 3   | 1   | 0  | 0 | 27   |
| 8:15 PM    | 0 | 0 | 0  | 0  | 1  | 3   | 4   | 11   | 1    | 0   | 1   | 0  | 0 | 21   |
| 8:30 PM    | 0 | 0 | 0  | 1  | 1  | 5   | 8   | 7    | 4    | 2   | 0   | 0  | 0 | 28   |
| 8:45 PM    | 0 | 0 | 1  | 0  | 0  | 1   | 5   | 5    | 4    | 0   | 0   | 0  | 0 | 16   |
| Hour Total | 0 | 0 | 1  | 3  | 3  | 11  | 24  | 31   | 12   | 5   | 2   | 0  | 0 | 92   |
| 9:00 PM    | 0 | 1 | 0  | 1  | 1  | 1   | 7   | 6    | 3    | 0   | 1   | 0  | 0 | 21   |
| 9:15 PM    | 0 | 0 | 0  | 1  | 0  | 3   | 7   | 8    | 7    | 1   | 1   | 0  | 0 | 28   |
| 9:30 PM    | 0 | 0 | 0  | 0  | 0  | 0   | 0   | 4    | 6    | 1   | 1   | 0  | 0 | 12   |
| 9:45 PM    | 0 | 0 | 0  | 0  | 0  | 1   | 8   | 3    | 7    | 2   | 0   | 0  | 0 | 21   |
| Hour Total | 0 | 1 | 0  | 2  | 1  | 5   | 22  | 21   | 23   | 4   | 3   | 0  | 0 | 82   |
| 10:00 PM   | 0 | 0 | 0  | 0  | 0  | 0   | 0   | 7    | 8    | 1   | 2   | 0  | 0 | 18   |
| 10:15 PM   | 0 | 0 | 0  | 0  | 0  | 0   | 1   | 20   | 10   | 5   | 3   | 0  | 0 | 39   |
| 10:30 PM   | 0 | 0 | 0  | 0  | 0  | 2   | 6   | 5    | 9    | 2   | 1   | 1  | 0 | 26   |
| 10:45 PM   | 0 | 0 | 0  | 0  | 0  | 0   | 3   | 9    | 4    | 1   | 0   | 0  | 0 | 17   |
| Hour Total | 0 | 0 | 0  | 0  | 0  | 2   | 10  | 41   | 31   | 9   | 6   | 1  | 0 | 100  |
| 11:00 PM   | 0 | 0 | 0  | 2  | 0  | 3   | 9   | 12   | 10   | 6   | 1   | 0  | 0 | 43   |
| 11:15 PM   | 0 | 0 | 1  | 0  | 0  | 7   | 5   | 5    | 9    | 7   | 0   | 0  | 0 | 34   |
| 11:30 PM   | 0 | 0 | 0  | 1  | 0  | 1   | 0   | 7    | 4    | 6   | 1   | 0  | 0 | 20   |
| 11:45 PM   | 0 | 0 | 0  | 0  | 0  | 0   | 2   | 11   | 12   | 1   | 2   | 2  | 0 | 30   |
| Hour Total | 0 | 0 | 1  | 3  | 0  | 11  | 16  | 35   | 35   | 20  | 4   | 2  | 0 | 127  |
| Totals     | 1 | 8 | 14 | 43 | 60 | 248 | 703 | 1377 | 1179 | 454 | 136 | 26 | 1 | 4250 |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #: 11-7199-001n

Date: 5/5/2011

North Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 42      | MPH |
| Median Speed (50th percentile)   | : | 49      | MPH |
| Average Speed - All Vehicles     | : | 49      | MPH |
| 85th Percentile Speed            | : | 55      | MPH |
| 95th Percentile Speed            | : | 59      | MPH |
| 10 MPH Pace Speed                | : | 45 - 54 | MPH |
| Number of Vehicles in Pace       | : | 2556    |     |
| Percentage of Vehicles in Pace   | : | 60.14%  |     |
| Number of Vehicles >= 25 MPH     | : | 4227    |     |
| Percentage of Vehicles >= 25 MPH | : | 99.46%  |     |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/5/2011

THURSDAY

South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 0     | 1     | 1     | 2     | 5     | 0     | 0     | 0     | 0     | 0       | 9     |
| 12:15 AM   | 0    | 0     | 0     | 0     | 4     | 1     | 0     | 3     | 6     | 1     | 0     | 0     | 0       | 15    |
| 12:30 AM   | 0    | 0     | 0     | 0     | 1     | 1     | 1     | 3     | 3     | 2     | 0     | 0     | 0       | 11    |
| 12:45 AM   | 0    | 0     | 0     | 0     | 0     | 1     | 1     | 2     | 0     | 1     | 1     | 0     | 0       | 6     |
| Hour Total | 0    | 0     | 0     | 0     | 6     | 4     | 4     | 13    | 9     | 4     | 1     | 0     | 0       | 41    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 0     | 4     | 2     | 0     | 1     | 0     | 0       | 9     |
| 1:15 AM    | 0    | 1     | 0     | 1     | 0     | 3     | 0     | 6     | 4     | 0     | 1     | 1     | 0       | 17    |
| 1:30 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 3     | 0     | 7     | 0     | 0     | 0     | 0       | 12    |
| 1:45 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 5     | 6     | 6     | 1     | 0     | 0     | 0       | 19    |
| Hour Total | 0    | 1     | 0     | 1     | 2     | 6     | 8     | 16    | 19    | 1     | 2     | 1     | 0       | 57    |
| 2:00 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 4     | 8     | 8     | 2     | 0     | 0     | 0       | 23    |
| 2:15 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 8     | 10    | 5     | 3     | 1     | 0     | 0       | 29    |
| 2:30 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 1     | 11    | 12    | 4     | 1     | 0     | 0       | 29    |
| 2:45 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 3     | 5     | 6     | 4     | 5     | 0     | 1       | 25    |
| Hour Total | 0    | 0     | 0     | 0     | 1     | 3     | 16    | 34    | 31    | 13    | 7     | 0     | 1       | 106   |
| 3:00 AM    | 0    | 0     | 0     | 1     | 2     | 0     | 3     | 7     | 6     | 4     | 0     | 0     | 0       | 23    |
| 3:15 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 4     | 7     | 5     | 3     | 1     | 0     | 0       | 21    |
| 3:30 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 2     | 10    | 2     | 3     | 1     | 0     | 0       | 20    |
| 3:45 AM    | 0    | 0     | 0     | 1     | 0     | 0     | 5     | 16    | 4     | 5     | 0     | 0     | 0       | 31    |
| Hour Total | 0    | 0     | 0     | 2     | 3     | 2     | 14    | 40    | 17    | 15    | 2     | 0     | 0       | 95    |
| 4:00 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 6     | 4     | 4     | 5     | 1     | 1     | 0       | 22    |
| 4:15 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 4     | 7     | 24    | 3     | 2     | 2     | 0       | 44    |
| 4:30 AM    | 0    | 0     | 0     | 0     | 2     | 0     | 10    | 11    | 15    | 10    | 4     | 2     | 0       | 54    |
| 4:45 AM    | 0    | 0     | 0     | 0     | 0     | 4     | 3     | 8     | 17    | 12    | 5     | 4     | 0       | 53    |
| Hour Total | 0    | 0     | 0     | 0     | 2     | 7     | 23    | 30    | 60    | 30    | 12    | 9     | 0       | 173   |
| 5:00 AM    | 0    | 0     | 0     | 0     | 0     | 5     | 9     | 6     | 11    | 13    | 2     | 1     | 1       | 48    |
| 5:15 AM    | 0    | 0     | 0     | 0     | 2     | 3     | 15    | 16    | 19    | 11    | 3     | 2     | 0       | 71    |
| 5:30 AM    | 0    | 0     | 0     | 1     | 0     | 5     | 12    | 19    | 20    | 16    | 8     | 4     | 0       | 85    |
| 5:45 AM    | 0    | 0     | 1     | 10    | 10    | 14    | 13    | 16    | 17    | 10    | 4     | 2     | 1       | 98    |
| Hour Total | 0    | 0     | 1     | 11    | 12    | 27    | 49    | 57    | 67    | 50    | 17    | 9     | 2       | 302   |
| 6:00 AM    | 0    | 1     | 0     | 0     | 4     | 3     | 10    | 15    | 13    | 17    | 9     | 2     | 1       | 75    |
| 6:15 AM    | 1    | 0     | 0     | 0     | 6     | 11    | 20    | 31    | 16    | 11    | 6     | 0     | 0       | 102   |
| 6:30 AM    | 0    | 0     | 1     | 0     | 0     | 3     | 16    | 37    | 33    | 21    | 10    | 4     | 0       | 125   |
| 6:45 AM    | 0    | 0     | 0     | 2     | 3     | 5     | 10    | 22    | 23    | 19    | 2     | 0     | 0       | 86    |
| Hour Total | 1    | 1     | 1     | 2     | 13    | 22    | 56    | 105   | 85    | 68    | 27    | 6     | 1       | 388   |
| 7:00 AM    | 0    | 0     | 0     | 0     | 1     | 10    | 10    | 23    | 21    | 14    | 5     | 1     | 0       | 85    |
| 7:15 AM    | 0    | 0     | 0     | 2     | 8     | 11    | 18    | 15    | 18    | 12    | 3     | 0     | 0       | 87    |
| 7:30 AM    | 0    | 0     | 0     | 0     | 1     | 7     | 10    | 13    | 19    | 14    | 7     | 0     | 0       | 71    |
| 7:45 AM    | 0    | 0     | 0     | 0     | 1     | 4     | 29    | 32    | 24    | 7     | 4     | 1     | 0       | 102   |
| Hour Total | 0    | 0     | 0     | 2     | 11    | 32    | 67    | 83    | 82    | 47    | 19    | 2     | 0       | 345   |

|            |   |   |   |   |    |    |    |    |    |    |    |   |   |     |
|------------|---|---|---|---|----|----|----|----|----|----|----|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 0 | 4  | 15 | 21 | 33 | 19 | 9  | 4  | 0 | 0 | 105 |
| 8:15 AM    | 0 | 0 | 0 | 1 | 3  | 14 | 19 | 14 | 20 | 5  | 4  | 0 | 0 | 80  |
| 8:30 AM    | 0 | 0 | 0 | 3 | 4  | 14 | 15 | 16 | 14 | 7  | 1  | 0 | 0 | 74  |
| 8:45 AM    | 0 | 0 | 0 | 0 | 1  | 2  | 11 | 15 | 15 | 3  | 2  | 0 | 0 | 49  |
| Hour Total | 0 | 0 | 0 | 4 | 12 | 45 | 66 | 78 | 68 | 24 | 11 | 0 | 0 | 308 |
| 9:00 AM    | 0 | 0 | 0 | 0 | 0  | 0  | 9  | 15 | 11 | 7  | 1  | 0 | 0 | 43  |
| 9:15 AM    | 0 | 0 | 0 | 1 | 6  | 10 | 10 | 23 | 11 | 4  | 4  | 0 | 0 | 69  |
| 9:30 AM    | 0 | 0 | 0 | 0 | 1  | 4  | 12 | 25 | 16 | 3  | 2  | 0 | 0 | 63  |
| 9:45 AM    | 0 | 0 | 0 | 0 | 1  | 1  | 9  | 21 | 13 | 9  | 2  | 1 | 0 | 57  |
| Hour Total | 0 | 0 | 0 | 1 | 8  | 15 | 40 | 84 | 51 | 23 | 9  | 1 | 0 | 232 |
| 10:00 AM   | 0 | 0 | 0 | 2 | 3  | 18 | 13 | 14 | 12 | 5  | 0  | 1 | 0 | 68  |
| 10:15 AM   | 0 | 0 | 0 | 0 | 0  | 5  | 12 | 17 | 13 | 9  | 2  | 1 | 0 | 59  |
| 10:30 AM   | 0 | 0 | 0 | 2 | 8  | 14 | 22 | 15 | 10 | 5  | 0  | 0 | 0 | 76  |
| 10:45 AM   | 0 | 0 | 0 | 0 | 1  | 3  | 14 | 18 | 11 | 2  | 1  | 0 | 2 | 52  |
| Hour Total | 0 | 0 | 0 | 4 | 12 | 40 | 61 | 64 | 46 | 21 | 3  | 2 | 2 | 255 |
| 11:00 AM   | 0 | 0 | 0 | 5 | 2  | 10 | 11 | 15 | 13 | 7  | 0  | 0 | 1 | 64  |
| 11:15 AM   | 0 | 0 | 0 | 0 | 3  | 4  | 10 | 17 | 18 | 5  | 2  | 0 | 0 | 59  |
| 11:30 AM   | 0 | 0 | 0 | 0 | 1  | 4  | 18 | 13 | 16 | 6  | 3  | 0 | 0 | 61  |
| 11:45 AM   | 0 | 0 | 0 | 0 | 0  | 3  | 11 | 19 | 12 | 5  | 1  | 0 | 0 | 51  |
| Hour Total | 0 | 0 | 0 | 5 | 6  | 21 | 50 | 64 | 59 | 23 | 6  | 0 | 1 | 235 |
| 12:00 PM   | 0 | 0 | 0 | 0 | 2  | 5  | 15 | 22 | 13 | 6  | 1  | 0 | 0 | 64  |
| 12:15 PM   | 0 | 0 | 0 | 0 | 2  | 6  | 11 | 22 | 13 | 5  | 0  | 0 | 0 | 59  |
| 12:30 PM   | 0 | 0 | 0 | 0 | 1  | 6  | 12 | 13 | 14 | 3  | 1  | 0 | 0 | 50  |
| 12:45 PM   | 0 | 1 | 0 | 0 | 1  | 3  | 14 | 28 | 9  | 6  | 1  | 0 | 0 | 63  |
| Hour Total | 0 | 1 | 0 | 0 | 6  | 20 | 52 | 85 | 49 | 20 | 3  | 0 | 0 | 236 |
| 1:00 PM    | 0 | 0 | 0 | 0 | 8  | 10 | 4  | 11 | 16 | 8  | 3  | 0 | 0 | 60  |
| 1:15 PM    | 0 | 1 | 1 | 0 | 12 | 20 | 13 | 17 | 14 | 2  | 0  | 1 | 0 | 81  |
| 1:30 PM    | 0 | 0 | 0 | 1 | 8  | 4  | 15 | 15 | 7  | 4  | 0  | 0 | 0 | 54  |
| 1:45 PM    | 0 | 0 | 0 | 5 | 1  | 4  | 15 | 24 | 9  | 3  | 1  | 0 | 0 | 62  |
| Hour Total | 0 | 1 | 1 | 6 | 29 | 38 | 47 | 67 | 46 | 17 | 4  | 1 | 0 | 257 |
| 2:00 PM    | 0 | 0 | 0 | 0 | 3  | 3  | 2  | 14 | 20 | 6  | 0  | 0 | 0 | 48  |
| 2:15 PM    | 0 | 0 | 0 | 0 | 1  | 8  | 8  | 21 | 11 | 9  | 1  | 1 | 0 | 60  |
| 2:30 PM    | 0 | 0 | 0 | 0 | 3  | 4  | 10 | 25 | 14 | 7  | 1  | 0 | 0 | 64  |
| 2:45 PM    | 1 | 0 | 3 | 3 | 4  | 8  | 20 | 26 | 17 | 2  | 0  | 1 | 0 | 85  |
| Hour Total | 1 | 0 | 3 | 3 | 11 | 23 | 40 | 86 | 62 | 24 | 2  | 2 | 0 | 257 |
| 3:00 PM    | 0 | 0 | 0 | 4 | 5  | 5  | 6  | 16 | 17 | 5  | 1  | 0 | 0 | 59  |
| 3:15 PM    | 0 | 0 | 0 | 0 | 0  | 8  | 6  | 18 | 14 | 3  | 1  | 1 | 0 | 51  |
| 3:30 PM    | 2 | 0 | 0 | 0 | 0  | 3  | 5  | 17 | 18 | 5  | 3  | 0 | 0 | 53  |
| 3:45 PM    | 0 | 0 | 0 | 0 | 2  | 4  | 6  | 10 | 20 | 7  | 4  | 2 | 1 | 56  |
| Hour Total | 2 | 0 | 0 | 4 | 7  | 20 | 23 | 61 | 69 | 20 | 9  | 3 | 1 | 219 |

|            |   |   |    |    |     |     |     |      |      |     |     |    |    |      |
|------------|---|---|----|----|-----|-----|-----|------|------|-----|-----|----|----|------|
| 4:00 PM    | 0 | 0 | 0  | 0  | 3   | 11  | 10  | 25   | 15   | 5   | 2   | 0  | 0  | 71   |
| 4:15 PM    | 0 | 0 | 0  | 0  | 14  | 10  | 10  | 13   | 29   | 5   | 3   | 1  | 0  | 85   |
| 4:30 PM    | 1 | 2 | 1  | 2  | 2   | 4   | 9   | 25   | 17   | 12  | 2   | 0  | 0  | 77   |
| 4:45 PM    | 0 | 0 | 0  | 0  | 2   | 3   | 14  | 15   | 13   | 11  | 2   | 0  | 0  | 60   |
| Hour Total | 1 | 2 | 1  | 2  | 21  | 28  | 43  | 78   | 74   | 33  | 9   | 1  | 0  | 293  |
| 5:00 PM    | 0 | 0 | 0  | 0  | 2   | 1   | 8   | 13   | 10   | 5   | 2   | 1  | 0  | 42   |
| 5:15 PM    | 0 | 0 | 0  | 0  | 2   | 2   | 6   | 17   | 9    | 4   | 2   | 0  | 0  | 42   |
| 5:30 PM    | 0 | 0 | 0  | 0  | 0   | 4   | 3   | 9    | 14   | 6   | 1   | 1  | 0  | 38   |
| 5:45 PM    | 0 | 0 | 0  | 0  | 1   | 8   | 8   | 14   | 5    | 1   | 0   | 0  | 0  | 37   |
| Hour Total | 0 | 0 | 0  | 0  | 5   | 15  | 25  | 53   | 38   | 16  | 5   | 2  | 0  | 159  |
| 6:00 PM    | 0 | 0 | 0  | 0  | 2   | 2   | 8   | 6    | 6    | 2   | 0   | 0  | 0  | 26   |
| 6:15 PM    | 0 | 0 | 1  | 1  | 3   | 0   | 8   | 12   | 13   | 5   | 1   | 0  | 0  | 44   |
| 6:30 PM    | 0 | 0 | 0  | 1  | 0   | 6   | 6   | 9    | 5    | 3   | 2   | 0  | 0  | 32   |
| 6:45 PM    | 0 | 0 | 0  | 0  | 4   | 0   | 3   | 2    | 7    | 4   | 0   | 0  | 0  | 20   |
| Hour Total | 0 | 0 | 1  | 2  | 9   | 8   | 25  | 29   | 31   | 14  | 3   | 0  | 0  | 122  |
| 7:00 PM    | 0 | 0 | 0  | 1  | 2   | 2   | 2   | 4    | 4    | 3   | 1   | 0  | 0  | 19   |
| 7:15 PM    | 0 | 0 | 0  | 0  | 1   | 2   | 4   | 11   | 7    | 2   | 0   | 0  | 0  | 27   |
| 7:30 PM    | 0 | 0 | 0  | 2  | 0   | 0   | 3   | 8    | 4    | 2   | 0   | 0  | 0  | 19   |
| 7:45 PM    | 0 | 0 | 0  | 0  | 4   | 2   | 5   | 8    | 2    | 0   | 0   | 0  | 0  | 21   |
| Hour Total | 0 | 0 | 0  | 3  | 7   | 6   | 14  | 31   | 17   | 7   | 1   | 0  | 0  | 86   |
| 8:00 PM    | 0 | 0 | 0  | 0  | 3   | 4   | 9   | 5    | 0    | 0   | 0   | 0  | 0  | 21   |
| 8:15 PM    | 0 | 0 | 0  | 2  | 3   | 6   | 11  | 4    | 2    | 0   | 0   | 0  | 0  | 28   |
| 8:30 PM    | 0 | 1 | 0  | 0  | 4   | 2   | 10  | 8    | 6    | 1   | 0   | 0  | 0  | 32   |
| 8:45 PM    | 0 | 0 | 1  | 0  | 1   | 2   | 5   | 10   | 5    | 0   | 1   | 0  | 0  | 25   |
| Hour Total | 0 | 1 | 1  | 2  | 11  | 14  | 35  | 27   | 13   | 1   | 1   | 0  | 0  | 106  |
| 9:00 PM    | 1 | 0 | 0  | 2  | 2   | 4   | 11  | 5    | 3    | 0   | 0   | 1  | 0  | 29   |
| 9:15 PM    | 0 | 0 | 1  | 0  | 1   | 2   | 7   | 10   | 3    | 3   | 0   | 0  | 0  | 27   |
| 9:30 PM    | 0 | 0 | 1  | 0  | 1   | 4   | 6   | 10   | 4    | 2   | 0   | 0  | 0  | 28   |
| 9:45 PM    | 0 | 0 | 0  | 0  | 0   | 5   | 1   | 5    | 2    | 2   | 0   | 0  | 1  | 16   |
| Hour Total | 1 | 0 | 2  | 2  | 4   | 15  | 25  | 30   | 12   | 7   | 0   | 1  | 1  | 100  |
| 10:00 PM   | 0 | 0 | 0  | 0  | 1   | 1   | 4   | 13   | 5    | 1   | 0   | 0  | 0  | 25   |
| 10:15 PM   | 0 | 0 | 0  | 0  | 0   | 1   | 4   | 2    | 4    | 2   | 0   | 0  | 1  | 14   |
| 10:30 PM   | 0 | 0 | 0  | 0  | 0   | 1   | 2   | 5    | 1    | 0   | 1   | 0  | 0  | 10   |
| 10:45 PM   | 0 | 0 | 0  | 3  | 0   | 0   | 7   | 5    | 0    | 0   | 1   | 0  | 0  | 16   |
| Hour Total | 0 | 0 | 0  | 3  | 1   | 3   | 17  | 25   | 10   | 3   | 2   | 0  | 1  | 65   |
| 11:00 PM   | 0 | 0 | 0  | 0  | 3   | 1   | 5   | 2    | 2    | 1   | 1   | 0  | 0  | 15   |
| 11:15 PM   | 0 | 0 | 0  | 0  | 0   | 4   | 4   | 2    | 0    | 0   | 1   | 1  | 0  | 12   |
| 11:30 PM   | 0 | 0 | 0  | 0  | 0   | 5   | 5   | 1    | 2    | 2   | 0   | 0  | 0  | 15   |
| 11:45 PM   | 0 | 0 | 0  | 0  | 0   | 1   | 1   | 6    | 2    | 2   | 0   | 0  | 0  | 12   |
| Hour Total | 0 | 0 | 0  | 0  | 3   | 11  | 15  | 11   | 6    | 5   | 2   | 1  | 0  | 54   |
| Totals     | 6 | 7 | 11 | 59 | 202 | 425 | 815 | 1251 | 1021 | 486 | 157 | 41 | 10 | 4491 |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/5/2011

South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 40      | MPH |
| Median Speed (50th percentile)   | : | 48      | MPH |
| Average Speed - All Vehicles     | : | 47      | MPH |
| 85th Percentile Speed            | : | 55      | MPH |
| 95th Percentile Speed            | : | 60      | MPH |
| 10 MPH Pace Speed                | : | 45 - 54 | MPH |
| Number of Vehicles in Pace       | : | 2272    |     |
| Percentage of Vehicles in Pace   | : | 50.59%  |     |
| Number of Vehicles >= 25 MPH     | : | 4467    |     |
| Percentage of Vehicles >= 25 MPH | : | 99.47%  |     |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/5/2011

THURSDAY

| Begin Time | North Bound, South Bound |       |       |       |       |       |       |       |       |       |       |       |         | Total |
|------------|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
|            | 5-14                     | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 |       |
| 12:00 AM   | 0                        | 0     | 0     | 0     | 1     | 2     | 6     | 15    | 9     | 6     | 1     | 0     | 0       | 40    |
| 12:15 AM   | 0                        | 0     | 0     | 0     | 4     | 1     | 3     | 6     | 8     | 4     | 0     | 0     | 0       | 26    |
| 12:30 AM   | 0                        | 0     | 0     | 0     | 2     | 2     | 8     | 7     | 5     | 2     | 0     | 1     | 0       | 27    |
| 12:45 AM   | 0                        | 0     | 0     | 0     | 2     | 3     | 2     | 8     | 1     | 6     | 2     | 0     | 0       | 24    |
| Hour Total | 0                        | 0     | 0     | 0     | 9     | 8     | 19    | 36    | 23    | 18    | 3     | 1     | 0       | 117   |
| 1:00 AM    | 0                        | 0     | 0     | 0     | 2     | 2     | 2     | 6     | 11    | 4     | 1     | 0     | 0       | 28    |
| 1:15 AM    | 0                        | 1     | 0     | 2     | 0     | 3     | 3     | 11    | 5     | 0     | 1     | 1     | 0       | 27    |
| 1:30 AM    | 0                        | 0     | 0     | 1     | 2     | 3     | 7     | 8     | 9     | 4     | 0     | 0     | 0       | 34    |
| 1:45 AM    | 0                        | 0     | 0     | 1     | 0     | 2     | 9     | 15    | 7     | 1     | 0     | 0     | 0       | 35    |
| Hour Total | 0                        | 1     | 0     | 4     | 4     | 10    | 21    | 40    | 32    | 9     | 2     | 1     | 0       | 124   |
| 2:00 AM    | 0                        | 0     | 0     | 0     | 0     | 2     | 6     | 12    | 11    | 5     | 0     | 1     | 0       | 37    |
| 2:15 AM    | 0                        | 0     | 0     | 0     | 1     | 1     | 8     | 13    | 7     | 3     | 1     | 0     | 0       | 34    |
| 2:30 AM    | 0                        | 0     | 0     | 0     | 0     | 1     | 4     | 22    | 20    | 5     | 1     | 0     | 0       | 53    |
| 2:45 AM    | 0                        | 0     | 0     | 0     | 0     | 2     | 5     | 13    | 10    | 5     | 5     | 0     | 1       | 41    |
| Hour Total | 0                        | 0     | 0     | 0     | 1     | 6     | 23    | 60    | 48    | 18    | 7     | 1     | 1       | 165   |
| 3:00 AM    | 0                        | 0     | 0     | 1     | 3     | 3     | 11    | 11    | 6     | 5     | 1     | 0     | 0       | 41    |
| 3:15 AM    | 0                        | 0     | 0     | 0     | 1     | 4     | 5     | 16    | 6     | 4     | 1     | 0     | 0       | 37    |
| 3:30 AM    | 0                        | 0     | 0     | 1     | 4     | 3     | 8     | 19    | 12    | 8     | 3     | 0     | 0       | 58    |
| 3:45 AM    | 0                        | 0     | 1     | 1     | 0     | 1     | 8     | 19    | 5     | 5     | 0     | 0     | 0       | 40    |
| Hour Total | 0                        | 0     | 1     | 3     | 8     | 11    | 32    | 65    | 29    | 22    | 5     | 0     | 0       | 176   |
| 4:00 AM    | 0                        | 0     | 0     | 0     | 0     | 1     | 10    | 9     | 5     | 7     | 1     | 1     | 0       | 34    |
| 4:15 AM    | 0                        | 0     | 0     | 0     | 0     | 4     | 7     | 14    | 26    | 4     | 2     | 2     | 0       | 59    |
| 4:30 AM    | 0                        | 0     | 0     | 0     | 2     | 2     | 15    | 13    | 20    | 12    | 4     | 2     | 0       | 70    |
| 4:45 AM    | 0                        | 0     | 0     | 0     | 0     | 4     | 4     | 11    | 24    | 14    | 5     | 4     | 0       | 66    |
| Hour Total | 0                        | 0     | 0     | 0     | 2     | 11    | 36    | 47    | 75    | 37    | 12    | 9     | 0       | 229   |
| 5:00 AM    | 0                        | 0     | 0     | 0     | 0     | 5     | 9     | 12    | 16    | 16    | 2     | 1     | 1       | 62    |
| 5:15 AM    | 0                        | 0     | 0     | 0     | 2     | 4     | 18    | 18    | 22    | 12    | 4     | 3     | 0       | 83    |
| 5:30 AM    | 0                        | 0     | 0     | 1     | 0     | 5     | 14    | 23    | 30    | 20    | 9     | 4     | 0       | 106   |
| 5:45 AM    | 0                        | 0     | 1     | 10    | 11    | 16    | 17    | 25    | 27    | 13    | 4     | 2     | 1       | 127   |
| Hour Total | 0                        | 0     | 1     | 11    | 13    | 30    | 58    | 78    | 95    | 61    | 19    | 10    | 2       | 378   |
| 6:00 AM    | 0                        | 1     | 0     | 0     | 4     | 3     | 18    | 21    | 22    | 20    | 11    | 3     | 1       | 104   |
| 6:15 AM    | 2                        | 0     | 0     | 1     | 8     | 13    | 31    | 46    | 31    | 13    | 8     | 0     | 0       | 153   |
| 6:30 AM    | 0                        | 0     | 1     | 0     | 0     | 4     | 22    | 52    | 45    | 25    | 13    | 4     | 0       | 166   |
| 6:45 AM    | 0                        | 0     | 0     | 2     | 3     | 7     | 16    | 35    | 34    | 23    | 3     | 0     | 0       | 123   |
| Hour Total | 2                        | 1     | 1     | 3     | 15    | 27    | 87    | 154   | 132   | 81    | 35    | 7     | 1       | 546   |
| 7:00 AM    | 0                        | 0     | 0     | 0     | 2     | 16    | 19    | 42    | 32    | 16    | 6     | 1     | 0       | 134   |
| 7:15 AM    | 0                        | 0     | 1     | 3     | 8     | 14    | 25    | 23    | 33    | 14    | 6     | 1     | 0       | 128   |
| 7:30 AM    | 0                        | 0     | 1     | 1     | 2     | 11    | 15    | 26    | 26    | 19    | 7     | 0     | 0       | 108   |
| 7:45 AM    | 0                        | 1     | 0     | 0     | 1     | 5     | 33    | 48    | 35    | 13    | 5     | 2     | 0       | 143   |
| Hour Total | 0                        | 1     | 2     | 4     | 13    | 46    | 92    | 139   | 126   | 62    | 24    | 4     | 0       | 513   |

|            |   |   |   |   |    |    |     |     |     |    |    |   |   |     |
|------------|---|---|---|---|----|----|-----|-----|-----|----|----|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 3 | 4  | 18 | 34  | 40  | 27  | 12 | 5  | 0 | 0 | 143 |
| 8:15 AM    | 0 | 0 | 0 | 1 | 3  | 15 | 26  | 30  | 31  | 13 | 4  | 0 | 0 | 123 |
| 8:30 AM    | 0 | 0 | 1 | 3 | 5  | 17 | 24  | 35  | 22  | 10 | 3  | 0 | 0 | 120 |
| 8:45 AM    | 0 | 0 | 0 | 1 | 1  | 5  | 23  | 30  | 28  | 7  | 3  | 1 | 0 | 99  |
| Hour Total | 0 | 0 | 1 | 8 | 13 | 55 | 107 | 135 | 108 | 42 | 15 | 1 | 0 | 485 |
| 9:00 AM    | 0 | 0 | 0 | 5 | 3  | 10 | 19  | 32  | 22  | 8  | 1  | 0 | 0 | 100 |
| 9:15 AM    | 0 | 0 | 0 | 1 | 6  | 17 | 15  | 30  | 22  | 5  | 7  | 0 | 0 | 103 |
| 9:30 AM    | 0 | 0 | 0 | 0 | 1  | 5  | 22  | 38  | 32  | 6  | 2  | 0 | 0 | 106 |
| 9:45 AM    | 0 | 0 | 0 | 0 | 1  | 3  | 18  | 30  | 22  | 11 | 2  | 1 | 0 | 88  |
| Hour Total | 0 | 0 | 0 | 6 | 11 | 35 | 74  | 130 | 98  | 30 | 12 | 1 | 0 | 397 |
| 10:00 AM   | 0 | 0 | 0 | 2 | 4  | 25 | 24  | 35  | 23  | 6  | 0  | 1 | 0 | 120 |
| 10:15 AM   | 0 | 0 | 0 | 0 | 1  | 16 | 20  | 36  | 26  | 11 | 3  | 2 | 0 | 115 |
| 10:30 AM   | 0 | 0 | 0 | 2 | 9  | 18 | 36  | 38  | 22  | 9  | 1  | 1 | 0 | 136 |
| 10:45 AM   | 0 | 0 | 0 | 0 | 1  | 5  | 25  | 39  | 32  | 7  | 1  | 0 | 2 | 112 |
| Hour Total | 0 | 0 | 0 | 4 | 15 | 64 | 105 | 148 | 103 | 33 | 5  | 4 | 2 | 483 |
| 11:00 AM   | 0 | 0 | 1 | 7 | 3  | 13 | 22  | 36  | 28  | 13 | 0  | 0 | 1 | 124 |
| 11:15 AM   | 0 | 0 | 0 | 0 | 4  | 4  | 21  | 35  | 33  | 11 | 3  | 0 | 0 | 111 |
| 11:30 AM   | 0 | 0 | 0 | 0 | 2  | 4  | 22  | 35  | 33  | 14 | 7  | 1 | 0 | 118 |
| 11:45 AM   | 0 | 0 | 0 | 1 | 1  | 6  | 16  | 39  | 31  | 10 | 2  | 1 | 0 | 107 |
| Hour Total | 0 | 0 | 1 | 8 | 10 | 27 | 81  | 145 | 125 | 48 | 12 | 2 | 1 | 460 |
| 12:00 PM   | 0 | 0 | 0 | 0 | 3  | 7  | 27  | 53  | 47  | 13 | 2  | 0 | 0 | 152 |
| 12:15 PM   | 0 | 0 | 0 | 0 | 2  | 19 | 28  | 41  | 29  | 9  | 2  | 1 | 0 | 131 |
| 12:30 PM   | 0 | 0 | 0 | 0 | 1  | 8  | 14  | 39  | 42  | 9  | 2  | 0 | 0 | 115 |
| 12:45 PM   | 0 | 1 | 0 | 1 | 1  | 3  | 20  | 53  | 24  | 9  | 4  | 0 | 0 | 116 |
| Hour Total | 0 | 1 | 0 | 1 | 7  | 37 | 89  | 186 | 142 | 40 | 10 | 1 | 0 | 514 |
| 1:00 PM    | 0 | 0 | 1 | 0 | 8  | 10 | 15  | 23  | 34  | 11 | 3  | 0 | 0 | 105 |
| 1:15 PM    | 0 | 1 | 1 | 0 | 14 | 28 | 27  | 35  | 23  | 7  | 2  | 1 | 0 | 139 |
| 1:30 PM    | 0 | 0 | 0 | 1 | 8  | 12 | 38  | 43  | 32  | 18 | 1  | 1 | 0 | 154 |
| 1:45 PM    | 0 | 0 | 0 | 5 | 1  | 8  | 21  | 46  | 30  | 11 | 1  | 3 | 0 | 126 |
| Hour Total | 0 | 1 | 2 | 6 | 31 | 58 | 101 | 147 | 119 | 47 | 7  | 5 | 0 | 524 |
| 2:00 PM    | 0 | 1 | 0 | 1 | 5  | 6  | 16  | 51  | 33  | 13 | 2  | 0 | 0 | 128 |
| 2:15 PM    | 0 | 0 | 0 | 1 | 4  | 15 | 12  | 42  | 29  | 25 | 2  | 1 | 0 | 131 |
| 2:30 PM    | 0 | 0 | 0 | 0 | 6  | 26 | 63  | 51  | 44  | 19 | 8  | 0 | 0 | 217 |
| 2:45 PM    | 1 | 0 | 3 | 3 | 5  | 19 | 27  | 37  | 38  | 9  | 5  | 1 | 0 | 148 |
| Hour Total | 1 | 1 | 3 | 5 | 20 | 66 | 118 | 181 | 144 | 66 | 17 | 2 | 0 | 624 |
| 3:00 PM    | 0 | 0 | 1 | 7 | 6  | 12 | 22  | 50  | 36  | 13 | 2  | 0 | 0 | 149 |
| 3:15 PM    | 0 | 0 | 0 | 0 | 0  | 9  | 12  | 36  | 33  | 9  | 4  | 2 | 0 | 105 |
| 3:30 PM    | 2 | 3 | 0 | 2 | 3  | 10 | 21  | 47  | 43  | 16 | 5  | 0 | 0 | 152 |
| 3:45 PM    | 0 | 1 | 0 | 0 | 4  | 4  | 11  | 35  | 40  | 15 | 5  | 2 | 1 | 118 |
| Hour Total | 2 | 4 | 1 | 9 | 13 | 35 | 66  | 168 | 152 | 53 | 16 | 4 | 1 | 524 |



|            |   |    |    |     |     |     |      |      |      |     |     |    |    |      |
|------------|---|----|----|-----|-----|-----|------|------|------|-----|-----|----|----|------|
| 4:00 PM    | 0 | 0  | 0  | 0   | 3   | 13  | 19   | 40   | 36   | 18  | 5   | 1  | 0  | 135  |
| 4:15 PM    | 0 | 1  | 2  | 3   | 17  | 11  | 21   | 23   | 41   | 17  | 9   | 2  | 0  | 147  |
| 4:30 PM    | 1 | 2  | 1  | 2   | 2   | 5   | 25   | 78   | 43   | 28  | 7   | 1  | 1  | 196  |
| 4:45 PM    | 0 | 0  | 1  | 0   | 3   | 4   | 29   | 45   | 54   | 21  | 2   | 1  | 0  | 160  |
| Hour Total | 1 | 3  | 4  | 5   | 25  | 33  | 94   | 186  | 174  | 84  | 23  | 5  | 1  | 638  |
| 5:00 PM    | 0 | 0  | 0  | 0   | 2   | 2   | 19   | 63   | 47   | 15  | 7   | 1  | 0  | 156  |
| 5:15 PM    | 0 | 0  | 1  | 0   | 2   | 5   | 22   | 40   | 36   | 18  | 9   | 0  | 0  | 133  |
| 5:30 PM    | 0 | 0  | 0  | 0   | 0   | 4   | 8    | 24   | 52   | 23  | 6   | 1  | 0  | 118  |
| 5:45 PM    | 0 | 0  | 0  | 0   | 2   | 8   | 11   | 57   | 27   | 9   | 2   | 0  | 0  | 116  |
| Hour Total | 0 | 0  | 1  | 0   | 6   | 19  | 60   | 184  | 162  | 65  | 24  | 2  | 0  | 523  |
| 6:00 PM    | 0 | 0  | 0  | 1   | 2   | 4   | 18   | 24   | 26   | 14  | 5   | 1  | 0  | 95   |
| 6:15 PM    | 0 | 0  | 2  | 5   | 4   | 1   | 12   | 26   | 34   | 12  | 8   | 1  | 0  | 105  |
| 6:30 PM    | 0 | 0  | 0  | 1   | 3   | 8   | 17   | 30   | 16   | 4   | 5   | 0  | 0  | 84   |
| 6:45 PM    | 0 | 0  | 0  | 0   | 4   | 0   | 4    | 20   | 24   | 9   | 4   | 0  | 0  | 65   |
| Hour Total | 0 | 0  | 2  | 7   | 13  | 13  | 51   | 100  | 100  | 39  | 22  | 2  | 0  | 349  |
| 7:00 PM    | 0 | 0  | 0  | 1   | 4   | 3   | 7    | 18   | 21   | 7   | 1   | 0  | 0  | 62   |
| 7:15 PM    | 0 | 0  | 0  | 0   | 2   | 3   | 13   | 27   | 23   | 13  | 1   | 0  | 0  | 82   |
| 7:30 PM    | 0 | 0  | 0  | 2   | 0   | 0   | 8    | 19   | 19   | 9   | 0   | 0  | 0  | 57   |
| 7:45 PM    | 0 | 0  | 0  | 0   | 4   | 4   | 12   | 14   | 8    | 2   | 1   | 0  | 0  | 45   |
| Hour Total | 0 | 0  | 0  | 3   | 10  | 10  | 40   | 78   | 71   | 31  | 3   | 0  | 0  | 246  |
| 8:00 PM    | 0 | 0  | 0  | 2   | 4   | 6   | 16   | 13   | 3    | 3   | 1   | 0  | 0  | 48   |
| 8:15 PM    | 0 | 0  | 0  | 2   | 4   | 9   | 15   | 15   | 3    | 0   | 1   | 0  | 0  | 49   |
| 8:30 PM    | 0 | 1  | 0  | 1   | 5   | 7   | 18   | 15   | 10   | 3   | 0   | 0  | 0  | 60   |
| 8:45 PM    | 0 | 0  | 2  | 0   | 1   | 3   | 10   | 15   | 9    | 0   | 1   | 0  | 0  | 41   |
| Hour Total | 0 | 1  | 2  | 5   | 14  | 25  | 59   | 58   | 25   | 6   | 3   | 0  | 0  | 198  |
| 9:00 PM    | 1 | 1  | 0  | 3   | 3   | 5   | 18   | 11   | 6    | 0   | 1   | 1  | 0  | 50   |
| 9:15 PM    | 0 | 0  | 1  | 1   | 1   | 5   | 14   | 18   | 10   | 4   | 1   | 0  | 0  | 55   |
| 9:30 PM    | 0 | 0  | 1  | 0   | 1   | 4   | 6    | 14   | 10   | 3   | 1   | 0  | 0  | 40   |
| 9:45 PM    | 0 | 0  | 0  | 0   | 0   | 6   | 9    | 8    | 9    | 4   | 0   | 0  | 1  | 37   |
| Hour Total | 1 | 1  | 2  | 4   | 5   | 20  | 47   | 51   | 35   | 11  | 3   | 1  | 1  | 182  |
| 10:00 PM   | 0 | 0  | 0  | 0   | 1   | 1   | 4    | 20   | 13   | 2   | 2   | 0  | 0  | 43   |
| 10:15 PM   | 0 | 0  | 0  | 0   | 0   | 1   | 5    | 22   | 14   | 7   | 3   | 0  | 1  | 53   |
| 10:30 PM   | 0 | 0  | 0  | 0   | 0   | 3   | 8    | 10   | 10   | 2   | 2   | 1  | 0  | 36   |
| 10:45 PM   | 0 | 0  | 0  | 3   | 0   | 0   | 10   | 14   | 4    | 1   | 1   | 0  | 0  | 33   |
| Hour Total | 0 | 0  | 0  | 3   | 1   | 5   | 27   | 66   | 41   | 12  | 8   | 1  | 1  | 165  |
| 11:00 PM   | 0 | 0  | 0  | 2   | 3   | 4   | 14   | 14   | 12   | 7   | 2   | 0  | 0  | 58   |
| 11:15 PM   | 0 | 0  | 1  | 0   | 0   | 11  | 9    | 7    | 9    | 7   | 1   | 1  | 0  | 46   |
| 11:30 PM   | 0 | 0  | 0  | 1   | 0   | 6   | 5    | 8    | 6    | 8   | 1   | 0  | 0  | 35   |
| 11:45 PM   | 0 | 0  | 0  | 0   | 0   | 1   | 3    | 17   | 14   | 3   | 2   | 2  | 0  | 42   |
| Hour Total | 0 | 0  | 1  | 3   | 3   | 22  | 31   | 46   | 41   | 25  | 6   | 3  | 0  | 181  |
| Totals     | 7 | 15 | 25 | 102 | 262 | 673 | 1518 | 2628 | 2200 | 940 | 293 | 67 | 11 | 8741 |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/5/2011

North Bound, South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 41      | MPH |
| Median Speed (50th percentile)   | : | 48      | MPH |
| Average Speed - All Vehicles     | : | 48      | MPH |
| 85th Percentile Speed            | : | 55      | MPH |
| 95th Percentile Speed            | : | 60      | MPH |
| 10 MPH Pace Speed                | : | 45 - 54 | MPH |
| Number of Vehicles in Pace       | : | 4828    |     |
| Percentage of Vehicles in Pace   | : | 55.23%  |     |
| Number of Vehicles >= 25 MPH     | : | 8694    |     |
| Percentage of Vehicles >= 25 MPH | : | 99.46%  |     |

5/5/2011

City: Tracy

Project #: 11-7199-001s

Location: South of I-205/Mountain House Parkway interchange and ramps

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 9          | 64        |             |           | 31         | 88        |             |           |                 |           |
| 12:15          | 15         | 59        |             |           | 11         | 72        |             |           |                 |           |
| 12:30          | 11         | 50        |             |           | 16         | 65        |             |           |                 |           |
| 12:45          | 6          | 63        | 41          | 236       | 18         | 53        | 76          | 278       | 117             | 514       |
| 1:00           | 9          | 60        |             |           | 19         | 45        |             |           |                 |           |
| 1:15           | 17         | 81        |             |           | 10         | 58        |             |           |                 |           |
| 1:30           | 12         | 54        |             |           | 22         | 100       |             |           |                 |           |
| 1:45           | 19         | 62        | 57          | 257       | 16         | 64        | 67          | 267       | 124             | 524       |
| 2:00           | 23         | 48        |             |           | 14         | 80        |             |           |                 |           |
| 2:15           | 29         | 60        |             |           | 5          | 71        |             |           |                 |           |
| 2:30           | 29         | 64        |             |           | 24         | 153       |             |           |                 |           |
| 2:45           | 25         | 85        | 106         | 257       | 16         | 63        | 59          | 367       | 165             | 624       |
| 3:00           | 23         | 59        |             |           | 18         | 90        |             |           |                 |           |
| 3:15           | 21         | 51        |             |           | 16         | 54        |             |           |                 |           |
| 3:30           | 20         | 53        |             |           | 38         | 99        |             |           |                 |           |
| 3:45           | 31         | 56        | 95          | 219       | 9          | 62        | 81          | 305       | 176             | 524       |
| 4:00           | 22         | 71        |             |           | 12         | 64        |             |           |                 |           |
| 4:15           | 44         | 85        |             |           | 15         | 62        |             |           |                 |           |
| 4:30           | 54         | 77        |             |           | 16         | 119       |             |           |                 |           |
| 4:45           | 53         | 60        | 173         | 293       | 13         | 100       | 56          | 345       | 229             | 638       |
| 5:00           | 48         | 42        |             |           | 14         | 114       |             |           |                 |           |
| 5:15           | 71         | 42        |             |           | 12         | 91        |             |           |                 |           |
| 5:30           | 85         | 38        |             |           | 21         | 80        |             |           |                 |           |
| 5:45           | 98         | 37        | 302         | 159       | 29         | 79        | 76          | 364       | 378             | 523       |
| 6:00           | 75         | 26        |             |           | 29         | 69        |             |           |                 |           |
| 6:15           | 102        | 44        |             |           | 51         | 61        |             |           |                 |           |
| 6:30           | 125        | 32        |             |           | 41         | 52        |             |           |                 |           |
| 6:45           | 86         | 20        | 388         | 122       | 37         | 45        | 158         | 227       | 546             | 349       |
| 7:00           | 85         | 19        |             |           | 49         | 43        |             |           |                 |           |
| 7:15           | 87         | 27        |             |           | 41         | 55        |             |           |                 |           |
| 7:30           | 71         | 19        |             |           | 37         | 38        |             |           |                 |           |
| 7:45           | 102        | 21        | 345         | 86        | 41         | 24        | 168         | 160       | 513             | 246       |
| 8:00           | 105        | 21        |             |           | 38         | 27        |             |           |                 |           |
| 8:15           | 80         | 28        |             |           | 43         | 21        |             |           |                 |           |
| 8:30           | 74         | 32        |             |           | 46         | 28        |             |           |                 |           |
| 8:45           | 49         | 25        | 308         | 106       | 50         | 16        | 177         | 92        | 485             | 198       |
| 9:00           | 43         | 29        |             |           | 57         | 21        |             |           |                 |           |
| 9:15           | 69         | 27        |             |           | 34         | 28        |             |           |                 |           |
| 9:30           | 63         | 28        |             |           | 43         | 12        |             |           |                 |           |
| 9:45           | 57         | 16        | 232         | 100       | 31         | 21        | 165         | 82        | 397             | 182       |
| 10:00          | 68         | 25        |             |           | 52         | 18        |             |           |                 |           |
| 10:15          | 59         | 14        |             |           | 56         | 39        |             |           |                 |           |
| 10:30          | 76         | 10        |             |           | 60         | 26        |             |           |                 |           |
| 10:45          | 52         | 16        | 255         | 65        | 60         | 17        | 228         | 100       | 483             | 165       |
| 11:00          | 64         | 15        |             |           | 60         | 43        |             |           |                 |           |
| 11:15          | 59         | 12        |             |           | 52         | 34        |             |           |                 |           |
| 11:30          | 61         | 15        |             |           | 57         | 20        |             |           |                 |           |
| 11:45          | 51         | 12        | 235         | 54        | 56         | 30        | 225         | 127       | 460             | 181       |
| Total          | 2537       | 1954      | 2537        | 1954      | 1536       | 2714      | 1536        | 2714      | 4073            | 4668      |
| Combined Total | 4491       |           | 4491        |           | 4250       |           | 4250        |           | 8741            |           |
| AM Peak        | 5:45 AM    |           |             |           | 11:45 AM   |           |             |           |                 |           |
| Vol.           | 400        |           |             |           | 281        |           |             |           |                 |           |
| P.H.F.         | 0.800      |           |             |           | 0.798      |           |             |           |                 |           |
| PM Peak        |            | 4:00 PM   |             |           |            | 4:30 PM   |             |           |                 |           |
| Vol.           |            | 293       |             |           |            | 424       |             |           |                 |           |
| P.H.F.         |            | 0.862     |             |           |            | 0.891     |             |           |                 |           |
| Percentage     | 56.5%      | 43.5%     |             |           | 36.1%      | 63.9%     |             |           |                 |           |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #: 11-7199-001n

Date: 5/4/2011

WEDNESDAY

North Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 0     | 0     | 6     | 10    | 9     | 6     | 5     | 0     | 0     | 0       | 36    |
| 12:15 AM   | 0    | 0     | 0     | 0     | 0     | 1     | 6     | 4     | 7     | 1     | 0     | 0     | 0       | 19    |
| 12:30 AM   | 0    | 0     | 0     | 0     | 0     | 0     | 2     | 2     | 4     | 4     | 0     | 0     | 0       | 12    |
| 12:45 AM   | 0    | 0     | 0     | 0     | 0     | 0     | 9     | 5     | 5     | 2     | 0     | 0     | 0       | 21    |
| Hour Total | 0    | 0     | 0     | 0     | 0     | 7     | 27    | 20    | 22    | 12    | 0     | 0     | 0       | 88    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 0     | 4     | 6     | 7     | 2     | 2     | 0     | 0     | 0       | 21    |
| 1:15 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 4     |
| 1:30 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 6     | 5     | 0     | 1     | 0     | 0     | 0       | 12    |
| 1:45 AM    | 0    | 0     | 0     | 0     | 1     | 0     | 4     | 5     | 0     | 0     | 0     | 0     | 0       | 10    |
| Hour Total | 0    | 0     | 0     | 0     | 1     | 5     | 18    | 18    | 2     | 3     | 0     | 0     | 0       | 47    |
| 2:00 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 1     | 5     | 5     | 0     | 1     | 0     | 0       | 13    |
| 2:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 7     | 1     | 0     | 0     | 0     | 0       | 8     |
| 2:30 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 3     | 12    | 2     | 1     | 0     | 0     | 1       | 20    |
| 2:45 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 3     | 3     | 1     | 2     | 1     | 0     | 0       | 10    |
| Hour Total | 0    | 0     | 0     | 0     | 0     | 2     | 7     | 27    | 9     | 3     | 2     | 0     | 1       | 51    |
| 3:00 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 2     | 5     | 3     | 0     | 0     | 0     | 0       | 10    |
| 3:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 3     | 10    | 3     | 2     | 1     | 0     | 0       | 19    |
| 3:30 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 2     | 12    | 13    | 6     | 1     | 0     | 0       | 34    |
| 3:45 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 2     | 8     | 3     | 2     | 1     | 0     | 0       | 16    |
| Hour Total | 0    | 0     | 0     | 0     | 0     | 0     | 9     | 35    | 22    | 10    | 3     | 0     | 0       | 79    |
| 4:00 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 3     | 3     | 6     | 0     | 0     | 0     | 0       | 12    |
| 4:15 AM    | 0    | 0     | 0     | 0     | 1     | 3     | 4     | 5     | 2     | 1     | 0     | 0     | 0       | 16    |
| 4:30 AM    | 0    | 0     | 0     | 0     | 3     | 0     | 1     | 6     | 1     | 1     | 2     | 0     | 0       | 14    |
| 4:45 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 2     | 5     | 4     | 2     | 0     | 0     | 0       | 14    |
| Hour Total | 0    | 0     | 0     | 0     | 4     | 4     | 10    | 19    | 13    | 4     | 2     | 0     | 0       | 56    |
| 5:00 AM    | 0    | 0     | 0     | 1     | 0     | 0     | 4     | 3     | 2     | 1     | 2     | 0     | 0       | 13    |
| 5:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 1     | 6     | 2     | 1     | 1     | 2     | 0       | 13    |
| 5:30 AM    | 0    | 0     | 1     | 0     | 1     | 1     | 1     | 6     | 6     | 0     | 2     | 0     | 0       | 18    |
| 5:45 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 1     | 10    | 8     | 4     | 1     | 0     | 0       | 24    |
| Hour Total | 0    | 0     | 1     | 1     | 1     | 1     | 7     | 25    | 18    | 6     | 6     | 2     | 0       | 68    |
| 6:00 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 2     | 5     | 15    | 2     | 1     | 0     | 0       | 27    |
| 6:15 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 9     | 13    | 11    | 6     | 0     | 0     | 0       | 41    |
| 6:30 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 8     | 19    | 6     | 3     | 2     | 0     | 0       | 40    |
| 6:45 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 4     | 12    | 6     | 2     | 1     | 1     | 0       | 28    |
| Hour Total | 0    | 0     | 0     | 0     | 3     | 5     | 23    | 49    | 38    | 13    | 4     | 1     | 0       | 136   |
| 7:00 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 8     | 17    | 8     | 3     | 1     | 0     | 0       | 39    |
| 7:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 8     | 14    | 13    | 3     | 0     | 0     | 0       | 38    |
| 7:30 AM    | 0    | 0     | 0     | 0     | 0     | 1     | 9     | 20    | 8     | 5     | 1     | 0     | 0       | 44    |
| 7:45 AM    | 0    | 0     | 0     | 0     | 1     | 3     | 7     | 17    | 9     | 2     | 0     | 0     | 0       | 39    |
| Hour Total | 0    | 0     | 0     | 0     | 1     | 6     | 32    | 68    | 38    | 13    | 2     | 0     | 0       | 160   |

|            |   |   |   |   |   |    |    |     |     |    |    |   |   |     |
|------------|---|---|---|---|---|----|----|-----|-----|----|----|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 0 | 2 | 3  | 15 | 15  | 5   | 1  | 2  | 0 | 0 | 43  |
| 8:15 AM    | 0 | 0 | 1 | 0 | 1 | 1  | 7  | 7   | 11  | 1  | 1  | 0 | 0 | 30  |
| 8:30 AM    | 0 | 0 | 0 | 3 | 1 | 0  | 13 | 18  | 6   | 1  | 0  | 0 | 0 | 42  |
| 8:45 AM    | 0 | 0 | 0 | 0 | 0 | 0  | 10 | 9   | 15  | 2  | 0  | 0 | 0 | 36  |
| Hour Total | 0 | 0 | 1 | 3 | 4 | 4  | 45 | 49  | 37  | 5  | 3  | 0 | 0 | 151 |
| 9:00 AM    | 0 | 0 | 0 | 0 | 1 | 8  | 12 | 13  | 6   | 3  | 1  | 0 | 0 | 44  |
| 9:15 AM    | 0 | 0 | 0 | 0 | 1 | 11 | 12 | 8   | 7   | 3  | 0  | 0 | 0 | 42  |
| 9:30 AM    | 0 | 0 | 0 | 0 | 0 | 2  | 12 | 17  | 12  | 3  | 0  | 0 | 0 | 46  |
| 9:45 AM    | 0 | 0 | 0 | 0 | 1 | 2  | 16 | 17  | 12  | 2  | 1  | 0 | 0 | 51  |
| Hour Total | 0 | 0 | 0 | 0 | 3 | 23 | 52 | 55  | 37  | 11 | 2  | 0 | 0 | 183 |
| 10:00 AM   | 0 | 0 | 0 | 0 | 2 | 5  | 10 | 28  | 11  | 3  | 1  | 0 | 0 | 60  |
| 10:15 AM   | 0 | 0 | 0 | 0 | 1 | 1  | 21 | 21  | 10  | 1  | 0  | 0 | 0 | 55  |
| 10:30 AM   | 0 | 0 | 0 | 2 | 2 | 1  | 7  | 13  | 7   | 3  | 0  | 0 | 0 | 35  |
| 10:45 AM   | 0 | 1 | 1 | 0 | 0 | 6  | 16 | 15  | 10  | 0  | 0  | 0 | 0 | 49  |
| Hour Total | 0 | 1 | 1 | 2 | 5 | 13 | 54 | 77  | 38  | 7  | 1  | 0 | 0 | 199 |
| 11:00 AM   | 0 | 0 | 0 | 0 | 1 | 6  | 14 | 31  | 10  | 2  | 0  | 0 | 0 | 64  |
| 11:15 AM   | 0 | 1 | 0 | 2 | 2 | 2  | 11 | 15  | 19  | 8  | 2  | 1 | 0 | 63  |
| 11:30 AM   | 0 | 0 | 0 | 1 | 1 | 3  | 11 | 19  | 9   | 4  | 2  | 0 | 0 | 50  |
| 11:45 AM   | 0 | 0 | 0 | 0 | 0 | 2  | 10 | 24  | 20  | 3  | 2  | 0 | 0 | 61  |
| Hour Total | 0 | 1 | 0 | 3 | 4 | 13 | 46 | 89  | 58  | 17 | 6  | 1 | 0 | 238 |
| 12:00 PM   | 0 | 0 | 0 | 0 | 0 | 1  | 8  | 33  | 30  | 3  | 0  | 0 | 0 | 75  |
| 12:15 PM   | 0 | 0 | 0 | 0 | 7 | 3  | 13 | 11  | 10  | 4  | 0  | 0 | 0 | 48  |
| 12:30 PM   | 0 | 0 | 1 | 1 | 0 | 2  | 18 | 8   | 12  | 6  | 1  | 0 | 0 | 49  |
| 12:45 PM   | 0 | 0 | 0 | 0 | 1 | 1  | 2  | 15  | 21  | 13 | 1  | 0 | 0 | 54  |
| Hour Total | 0 | 0 | 1 | 1 | 8 | 7  | 41 | 67  | 73  | 26 | 2  | 0 | 0 | 226 |
| 1:00 PM    | 0 | 0 | 0 | 0 | 2 | 2  | 13 | 27  | 23  | 4  | 3  | 1 | 0 | 75  |
| 1:15 PM    | 0 | 0 | 0 | 0 | 0 | 0  | 23 | 25  | 22  | 5  | 3  | 1 | 0 | 79  |
| 1:30 PM    | 0 | 1 | 0 | 0 | 1 | 0  | 22 | 39  | 38  | 7  | 5  | 0 | 0 | 113 |
| 1:45 PM    | 0 | 0 | 2 | 0 | 1 | 0  | 13 | 10  | 18  | 6  | 2  | 0 | 0 | 52  |
| Hour Total | 0 | 1 | 2 | 0 | 4 | 2  | 71 | 101 | 101 | 22 | 13 | 2 | 0 | 319 |
| 2:00 PM    | 0 | 0 | 0 | 0 | 1 | 0  | 6  | 26  | 17  | 9  | 3  | 1 | 0 | 63  |
| 2:15 PM    | 0 | 0 | 1 | 1 | 3 | 3  | 14 | 19  | 17  | 6  | 0  | 1 | 0 | 65  |
| 2:30 PM    | 1 | 0 | 1 | 0 | 0 | 2  | 35 | 53  | 41  | 20 | 4  | 0 | 0 | 157 |
| 2:45 PM    | 0 | 0 | 0 | 0 | 1 | 5  | 12 | 19  | 25  | 12 | 0  | 0 | 0 | 74  |
| Hour Total | 1 | 0 | 2 | 1 | 5 | 10 | 67 | 117 | 100 | 47 | 7  | 2 | 0 | 359 |
| 3:00 PM    | 0 | 0 | 0 | 0 | 1 | 4  | 11 | 14  | 20  | 9  | 1  | 2 | 0 | 62  |
| 3:15 PM    | 0 | 0 | 0 | 2 | 2 | 6  | 9  | 21  | 20  | 8  | 1  | 0 | 0 | 69  |
| 3:30 PM    | 0 | 0 | 0 | 0 | 0 | 2  | 7  | 17  | 11  | 3  | 2  | 0 | 0 | 42  |
| 3:45 PM    | 0 | 0 | 0 | 1 | 0 | 6  | 10 | 24  | 21  | 7  | 2  | 3 | 0 | 74  |
| Hour Total | 0 | 0 | 0 | 3 | 3 | 18 | 37 | 76  | 72  | 27 | 6  | 5 | 0 | 247 |

|            |   |   |    |    |    |     |     |      |      |     |     |    |   |      |
|------------|---|---|----|----|----|-----|-----|------|------|-----|-----|----|---|------|
| 4:00 PM    | 0 | 0 | 0  | 1  | 1  | 0   | 10  | 22   | 26   | 16  | 0   | 0  | 0 | 76   |
| 4:15 PM    | 0 | 0 | 0  | 0  | 0  | 0   | 9   | 19   | 23   | 16  | 1   | 0  | 1 | 69   |
| 4:30 PM    | 0 | 0 | 1  | 0  | 7  | 6   | 8   | 44   | 45   | 9   | 3   | 0  | 0 | 123  |
| 4:45 PM    | 0 | 0 | 0  | 1  | 0  | 1   | 16  | 29   | 39   | 11  | 0   | 0  | 0 | 97   |
| Hour Total | 0 | 0 | 1  | 2  | 8  | 7   | 43  | 114  | 133  | 52  | 4   | 0  | 1 | 365  |
| 5:00 PM    | 1 | 0 | 0  | 1  | 1  | 11  | 28  | 54   | 38   | 15  | 4   | 1  | 0 | 154  |
| 5:15 PM    | 0 | 0 | 1  | 0  | 0  | 2   | 6   | 33   | 38   | 15  | 5   | 0  | 0 | 100  |
| 5:30 PM    | 0 | 0 | 1  | 0  | 0  | 2   | 4   | 23   | 14   | 18  | 2   | 1  | 1 | 66   |
| 5:45 PM    | 0 | 0 | 0  | 0  | 1  | 0   | 5   | 18   | 20   | 8   | 2   | 0  | 0 | 54   |
| Hour Total | 1 | 0 | 2  | 1  | 2  | 15  | 43  | 128  | 110  | 56  | 13  | 2  | 1 | 374  |
| 6:00 PM    | 0 | 0 | 1  | 0  | 0  | 1   | 12  | 16   | 15   | 4   | 3   | 0  | 0 | 52   |
| 6:15 PM    | 0 | 0 | 0  | 2  | 1  | 0   | 8   | 12   | 12   | 4   | 2   | 0  | 1 | 42   |
| 6:30 PM    | 0 | 0 | 0  | 1  | 3  | 2   | 2   | 6    | 9    | 7   | 6   | 0  | 0 | 36   |
| 6:45 PM    | 0 | 0 | 1  | 6  | 4  | 2   | 4   | 9    | 5    | 3   | 0   | 0  | 0 | 34   |
| Hour Total | 0 | 0 | 2  | 9  | 8  | 5   | 26  | 43   | 41   | 18  | 11  | 0  | 1 | 164  |
| 7:00 PM    | 0 | 0 | 0  | 1  | 1  | 0   | 6   | 9    | 6    | 3   | 1   | 0  | 0 | 27   |
| 7:15 PM    | 0 | 0 | 0  | 0  | 1  | 3   | 6   | 5    | 7    | 7   | 2   | 0  | 0 | 31   |
| 7:30 PM    | 0 | 0 | 0  | 0  | 0  | 0   | 1   | 9    | 6    | 2   | 0   | 0  | 0 | 18   |
| 7:45 PM    | 0 | 0 | 0  | 0  | 1  | 0   | 8   | 5    | 6    | 2   | 0   | 0  | 0 | 22   |
| Hour Total | 0 | 0 | 0  | 1  | 3  | 3   | 21  | 28   | 25   | 14  | 3   | 0  | 0 | 98   |
| 8:00 PM    | 0 | 0 | 1  | 0  | 0  | 1   | 4   | 8    | 6    | 2   | 1   | 0  | 0 | 23   |
| 8:15 PM    | 0 | 0 | 0  | 0  | 1  | 2   | 1   | 7    | 2    | 3   | 0   | 0  | 0 | 16   |
| 8:30 PM    | 0 | 0 | 0  | 0  | 0  | 1   | 5   | 4    | 8    | 0   | 0   | 0  | 0 | 18   |
| 8:45 PM    | 0 | 0 | 0  | 0  | 1  | 1   | 0   | 1    | 5    | 1   | 1   | 0  | 0 | 10   |
| Hour Total | 0 | 0 | 1  | 0  | 2  | 5   | 10  | 20   | 21   | 6   | 2   | 0  | 0 | 67   |
| 9:00 PM    | 0 | 0 | 0  | 1  | 0  | 1   | 6   | 7    | 9    | 0   | 1   | 0  | 1 | 26   |
| 9:15 PM    | 0 | 0 | 0  | 0  | 2  | 2   | 6   | 5    | 5    | 0   | 0   | 0  | 0 | 20   |
| 9:30 PM    | 0 | 0 | 0  | 5  | 0  | 1   | 5   | 3    | 6    | 0   | 0   | 0  | 0 | 20   |
| 9:45 PM    | 0 | 0 | 0  | 0  | 0  | 1   | 3   | 6    | 3    | 0   | 1   | 0  | 0 | 14   |
| Hour Total | 0 | 0 | 0  | 6  | 2  | 5   | 20  | 21   | 23   | 0   | 2   | 0  | 1 | 80   |
| 10:00 PM   | 0 | 0 | 0  | 1  | 0  | 5   | 11  | 4    | 5    | 4   | 0   | 1  | 0 | 31   |
| 10:15 PM   | 0 | 0 | 0  | 0  | 0  | 0   | 11  | 11   | 17   | 12  | 2   | 1  | 0 | 54   |
| 10:30 PM   | 0 | 0 | 0  | 0  | 0  | 0   | 6   | 18   | 12   | 6   | 3   | 0  | 0 | 45   |
| 10:45 PM   | 0 | 0 | 0  | 0  | 0  | 1   | 3   | 9    | 6    | 2   | 2   | 0  | 0 | 23   |
| Hour Total | 0 | 0 | 0  | 1  | 0  | 6   | 31  | 42   | 40   | 24  | 7   | 2  | 0 | 153  |
| 11:00 PM   | 0 | 0 | 0  | 0  | 1  | 0   | 2   | 3    | 6    | 2   | 2   | 0  | 0 | 16   |
| 11:15 PM   | 0 | 0 | 0  | 0  | 0  | 1   | 1   | 10   | 3    | 2   | 1   | 2  | 0 | 20   |
| 11:30 PM   | 0 | 0 | 0  | 0  | 0  | 0   | 4   | 5    | 6    | 5   | 0   | 0  | 0 | 20   |
| 11:45 PM   | 0 | 0 | 0  | 0  | 0  | 2   | 3   | 6    | 4    | 6   | 1   | 0  | 0 | 22   |
| Hour Total | 0 | 0 | 0  | 0  | 1  | 3   | 10  | 24   | 19   | 15  | 4   | 2  | 0 | 78   |
| Totals     | 2 | 3 | 14 | 34 | 72 | 169 | 750 | 1312 | 1090 | 411 | 105 | 19 | 5 | 3986 |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #: 11-7199-001n

Date: 5/4/2011

North Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 42      | MPH |
| Median Speed (50th percentile)   | : | 49      | MPH |
| Average Speed - All Vehicles     | : | 48      | MPH |
| 85th Percentile Speed            | : | 55      | MPH |
| 95th Percentile Speed            | : | 59      | MPH |
| 10 MPH Pace Speed                | : | 45 - 54 | MPH |
| Number of Vehicles in Pace       | : | 2402    |     |
| Percentage of Vehicles in Pace   | : | 60.26%  |     |
| Number of Vehicles >= 25 MPH     | : | 3967    |     |
| Percentage of Vehicles >= 25 MPH | : | 99.52%  |     |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/4/2011

WEDNESDAY

South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 0     | 0     | 1     | 0     | 4     | 3     | 0     | 0     | 0     | 0     | 0       | 8     |
| 12:15 AM   | 0    | 0     | 0     | 0     | 0     | 2     | 3     | 1     | 0     | 3     | 0     | 0     | 0       | 9     |
| 12:30 AM   | 0    | 0     | 0     | 0     | 0     | 2     | 1     | 3     | 5     | 0     | 0     | 0     | 0       | 11    |
| 12:45 AM   | 0    | 0     | 0     | 0     | 0     | 0     | 2     | 2     | 1     | 0     | 0     | 0     | 0       | 5     |
| Hour Total | 0    | 0     | 0     | 0     | 1     | 4     | 10    | 9     | 6     | 3     | 0     | 0     | 0       | 33    |
| 1:00 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 1     | 2     | 2     | 2     | 0     | 0     | 0       | 7     |
| 1:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 4     | 3     | 3     | 2     | 0     | 0     | 1       | 13    |
| 1:30 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 4     | 5     | 5     | 2     | 0     | 0     | 1       | 17    |
| 1:45 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 4     | 4     | 9     | 1     | 0     | 0     | 0       | 20    |
| Hour Total | 0    | 0     | 0     | 0     | 0     | 2     | 13    | 14    | 19    | 7     | 0     | 0     | 2       | 57    |
| 2:00 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 3     | 8     | 5     | 1     | 0     | 1     | 0       | 20    |
| 2:15 AM    | 0    | 0     | 0     | 0     | 0     | 0     | 3     | 8     | 6     | 5     | 2     | 2     | 0       | 26    |
| 2:30 AM    | 0    | 0     | 0     | 0     | 1     | 2     | 3     | 6     | 6     | 7     | 0     | 0     | 0       | 25    |
| 2:45 AM    | 0    | 0     | 0     | 0     | 1     | 2     | 4     | 5     | 8     | 6     | 5     | 0     | 0       | 31    |
| Hour Total | 0    | 0     | 0     | 0     | 2     | 6     | 13    | 27    | 25    | 19    | 7     | 3     | 0       | 102   |
| 3:00 AM    | 0    | 0     | 0     | 0     | 1     | 1     | 5     | 5     | 9     | 4     | 0     | 0     | 0       | 25    |
| 3:15 AM    | 0    | 0     | 0     | 0     | 1     | 2     | 4     | 3     | 4     | 4     | 2     | 0     | 0       | 20    |
| 3:30 AM    | 0    | 0     | 0     | 0     | 1     | 5     | 2     | 4     | 8     | 5     | 2     | 0     | 0       | 27    |
| 3:45 AM    | 0    | 0     | 0     | 0     | 2     | 4     | 3     | 6     | 13    | 3     | 1     | 0     | 0       | 32    |
| Hour Total | 0    | 0     | 0     | 0     | 5     | 12    | 14    | 18    | 34    | 16    | 5     | 0     | 0       | 104   |
| 4:00 AM    | 0    | 0     | 0     | 0     | 0     | 3     | 7     | 4     | 4     | 3     | 3     | 0     | 0       | 24    |
| 4:15 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 2     | 8     | 12    | 3     | 0     | 1     | 0       | 28    |
| 4:30 AM    | 0    | 0     | 0     | 1     | 1     | 1     | 5     | 16    | 20    | 12    | 3     | 3     | 0       | 62    |
| 4:45 AM    | 0    | 0     | 0     | 0     | 1     | 4     | 7     | 22    | 18    | 6     | 7     | 2     | 0       | 67    |
| Hour Total | 0    | 0     | 0     | 1     | 2     | 10    | 21    | 50    | 54    | 24    | 13    | 6     | 0       | 181   |
| 5:00 AM    | 0    | 0     | 0     | 0     | 0     | 2     | 11    | 21    | 15    | 9     | 1     | 2     | 0       | 61    |
| 5:15 AM    | 0    | 0     | 0     | 0     | 4     | 2     | 12    | 16    | 14    | 9     | 1     | 0     | 0       | 58    |
| 5:30 AM    | 0    | 0     | 1     | 1     | 1     | 11    | 17    | 21    | 22    | 11    | 2     | 1     | 0       | 88    |
| 5:45 AM    | 0    | 0     | 1     | 3     | 4     | 15    | 16    | 26    | 16    | 11    | 5     | 2     | 2       | 101   |
| Hour Total | 0    | 0     | 2     | 4     | 9     | 30    | 56    | 84    | 67    | 40    | 9     | 5     | 2       | 308   |
| 6:00 AM    | 0    | 0     | 0     | 0     | 3     | 9     | 5     | 12    | 12    | 13    | 8     | 2     | 0       | 64    |
| 6:15 AM    | 0    | 0     | 0     | 0     | 4     | 12    | 11    | 18    | 29    | 14    | 4     | 2     | 0       | 94    |
| 6:30 AM    | 0    | 0     | 0     | 1     | 11    | 10    | 16    | 25    | 39    | 23    | 11    | 1     | 0       | 137   |
| 6:45 AM    | 1    | 0     | 1     | 1     | 6     | 16    | 31    | 32    | 30    | 22    | 8     | 0     | 0       | 148   |
| Hour Total | 1    | 0     | 1     | 2     | 24    | 47    | 63    | 87    | 110   | 72    | 31    | 5     | 0       | 443   |
| 7:00 AM    | 0    | 0     | 0     | 1     | 9     | 6     | 10    | 15    | 22    | 24    | 5     | 2     | 0       | 94    |
| 7:15 AM    | 0    | 0     | 0     | 0     | 0     | 3     | 5     | 16    | 21    | 12    | 7     | 2     | 0       | 66    |
| 7:30 AM    | 0    | 0     | 0     | 0     | 5     | 3     | 11    | 27    | 24    | 13    | 4     | 3     | 0       | 90    |
| 7:45 AM    | 0    | 0     | 0     | 0     | 0     | 9     | 23    | 36    | 32    | 11    | 3     | 1     | 0       | 115   |
| Hour Total | 0    | 0     | 0     | 1     | 14    | 21    | 49    | 94    | 99    | 60    | 19    | 8     | 0       | 365   |



|            |   |   |   |   |    |    |    |    |    |    |   |   |   |     |
|------------|---|---|---|---|----|----|----|----|----|----|---|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 0 | 4  | 12 | 31 | 33 | 29 | 8  | 3 | 2 | 0 | 122 |
| 8:15 AM    | 0 | 0 | 0 | 0 | 6  | 17 | 15 | 25 | 22 | 3  | 2 | 0 | 0 | 90  |
| 8:30 AM    | 0 | 0 | 0 | 0 | 3  | 3  | 15 | 12 | 16 | 12 | 4 | 0 | 0 | 65  |
| 8:45 AM    | 0 | 0 | 0 | 0 | 3  | 3  | 18 | 25 | 11 | 8  | 0 | 1 | 0 | 69  |
| Hour Total | 0 | 0 | 0 | 0 | 16 | 35 | 79 | 95 | 78 | 31 | 9 | 3 | 0 | 346 |
| 9:00 AM    | 0 | 0 | 0 | 1 | 7  | 10 | 11 | 13 | 11 | 2  | 3 | 0 | 0 | 58  |
| 9:15 AM    | 0 | 0 | 0 | 0 | 0  | 1  | 10 | 19 | 9  | 5  | 0 | 0 | 0 | 44  |
| 9:30 AM    | 0 | 0 | 0 | 2 | 3  | 8  | 16 | 14 | 4  | 4  | 1 | 0 | 0 | 52  |
| 9:45 AM    | 0 | 0 | 0 | 2 | 1  | 10 | 9  | 19 | 13 | 6  | 4 | 0 | 0 | 64  |
| Hour Total | 0 | 0 | 0 | 5 | 11 | 29 | 46 | 65 | 37 | 17 | 8 | 0 | 0 | 218 |
| 10:00 AM   | 0 | 0 | 0 | 0 | 3  | 6  | 14 | 10 | 7  | 4  | 4 | 0 | 0 | 48  |
| 10:15 AM   | 0 | 1 | 2 | 3 | 4  | 18 | 16 | 16 | 9  | 2  | 1 | 1 | 0 | 73  |
| 10:30 AM   | 0 | 0 | 0 | 0 | 1  | 5  | 8  | 20 | 9  | 3  | 0 | 0 | 0 | 46  |
| 10:45 AM   | 0 | 0 | 0 | 0 | 1  | 7  | 15 | 8  | 4  | 3  | 2 | 1 | 0 | 41  |
| Hour Total | 0 | 1 | 2 | 3 | 9  | 36 | 53 | 54 | 29 | 12 | 7 | 2 | 0 | 208 |
| 11:00 AM   | 0 | 0 | 0 | 1 | 2  | 7  | 10 | 13 | 16 | 8  | 1 | 0 | 0 | 58  |
| 11:15 AM   | 0 | 0 | 0 | 0 | 2  | 6  | 8  | 20 | 10 | 4  | 2 | 0 | 0 | 52  |
| 11:30 AM   | 0 | 0 | 0 | 1 | 1  | 2  | 9  | 22 | 9  | 5  | 1 | 0 | 0 | 50  |
| 11:45 AM   | 0 | 0 | 0 | 1 | 2  | 1  | 7  | 17 | 13 | 2  | 2 | 0 | 1 | 46  |
| Hour Total | 0 | 0 | 0 | 3 | 7  | 16 | 34 | 72 | 48 | 19 | 6 | 0 | 1 | 206 |
| 12:00 PM   | 0 | 0 | 0 | 0 | 1  | 8  | 6  | 15 | 15 | 9  | 3 | 1 | 0 | 58  |
| 12:15 PM   | 0 | 0 | 0 | 0 | 0  | 3  | 11 | 18 | 17 | 7  | 0 | 1 | 1 | 58  |
| 12:30 PM   | 0 | 0 | 0 | 0 | 2  | 9  | 7  | 19 | 17 | 10 | 2 | 1 | 0 | 67  |
| 12:45 PM   | 0 | 0 | 0 | 0 | 0  | 7  | 12 | 11 | 14 | 7  | 3 | 1 | 0 | 55  |
| Hour Total | 0 | 0 | 0 | 0 | 3  | 27 | 36 | 63 | 63 | 33 | 8 | 4 | 1 | 238 |
| 1:00 PM    | 0 | 0 | 0 | 1 | 2  | 7  | 7  | 16 | 8  | 7  | 2 | 0 | 0 | 50  |
| 1:15 PM    | 0 | 0 | 0 | 0 | 3  | 8  | 7  | 22 | 20 | 10 | 1 | 0 | 0 | 71  |
| 1:30 PM    | 0 | 0 | 4 | 1 | 1  | 5  | 12 | 30 | 15 | 10 | 3 | 0 | 1 | 82  |
| 1:45 PM    | 1 | 0 | 0 | 0 | 0  | 4  | 14 | 18 | 15 | 5  | 2 | 2 | 0 | 61  |
| Hour Total | 1 | 0 | 4 | 2 | 6  | 24 | 40 | 86 | 58 | 32 | 8 | 2 | 1 | 264 |
| 2:00 PM    | 0 | 0 | 0 | 0 | 0  | 2  | 13 | 23 | 14 | 3  | 0 | 2 | 0 | 57  |
| 2:15 PM    | 0 | 0 | 0 | 1 | 3  | 7  | 8  | 8  | 9  | 5  | 1 | 0 | 0 | 42  |
| 2:30 PM    | 0 | 0 | 0 | 0 | 2  | 10 | 20 | 16 | 14 | 1  | 1 | 0 | 0 | 64  |
| 2:45 PM    | 0 | 0 | 0 | 0 | 2  | 9  | 14 | 10 | 12 | 7  | 0 | 1 | 0 | 55  |
| Hour Total | 0 | 0 | 0 | 1 | 7  | 28 | 55 | 57 | 49 | 16 | 2 | 3 | 0 | 218 |
| 3:00 PM    | 0 | 0 | 0 | 0 | 2  | 11 | 12 | 15 | 14 | 3  | 1 | 0 | 0 | 58  |
| 3:15 PM    | 0 | 0 | 0 | 0 | 0  | 4  | 11 | 16 | 8  | 5  | 2 | 1 | 0 | 47  |
| 3:30 PM    | 0 | 0 | 0 | 1 | 4  | 5  | 17 | 22 | 11 | 3  | 1 | 0 | 0 | 64  |
| 3:45 PM    | 0 | 0 | 0 | 0 | 1  | 6  | 5  | 14 | 5  | 12 | 1 | 0 | 0 | 44  |
| Hour Total | 0 | 0 | 0 | 1 | 7  | 26 | 45 | 67 | 38 | 23 | 5 | 1 | 0 | 213 |

|            |   |   |   |    |     |     |     |      |      |     |     |    |   |      |
|------------|---|---|---|----|-----|-----|-----|------|------|-----|-----|----|---|------|
| 4:00 PM    | 0 | 0 | 0 | 1  | 3   | 3   | 10  | 18   | 7    | 4   | 2   | 0  | 0 | 48   |
| 4:15 PM    | 0 | 0 | 0 | 0  | 1   | 11  | 12  | 22   | 28   | 5   | 3   | 0  | 0 | 82   |
| 4:30 PM    | 0 | 0 | 0 | 0  | 0   | 13  | 6   | 15   | 10   | 6   | 1   | 0  | 0 | 51   |
| 4:45 PM    | 0 | 0 | 0 | 0  | 4   | 4   | 11  | 9    | 11   | 6   | 3   | 0  | 0 | 48   |
| Hour Total | 0 | 0 | 0 | 1  | 8   | 31  | 39  | 64   | 56   | 21  | 9   | 0  | 0 | 229  |
| 5:00 PM    | 0 | 0 | 0 | 0  | 0   | 4   | 15  | 12   | 10   | 3   | 2   | 1  | 0 | 47   |
| 5:15 PM    | 0 | 0 | 0 | 0  | 1   | 1   | 15  | 11   | 13   | 4   | 2   | 0  | 0 | 47   |
| 5:30 PM    | 0 | 0 | 0 | 0  | 2   | 4   | 10  | 5    | 9    | 3   | 0   | 0  | 0 | 33   |
| 5:45 PM    | 0 | 0 | 0 | 0  | 1   | 3   | 5   | 8    | 8    | 3   | 4   | 0  | 0 | 32   |
| Hour Total | 0 | 0 | 0 | 0  | 4   | 12  | 45  | 36   | 40   | 13  | 8   | 1  | 0 | 159  |
| 6:00 PM    | 0 | 0 | 0 | 0  | 1   | 2   | 2   | 10   | 12   | 2   | 2   | 1  | 0 | 32   |
| 6:15 PM    | 0 | 0 | 0 | 1  | 5   | 10  | 4   | 9    | 5    | 3   | 1   | 0  | 0 | 38   |
| 6:30 PM    | 0 | 0 | 0 | 1  | 0   | 2   | 4   | 7    | 11   | 4   | 0   | 1  | 0 | 30   |
| 6:45 PM    | 0 | 0 | 0 | 1  | 4   | 5   | 4   | 3    | 6    | 5   | 0   | 0  | 0 | 28   |
| Hour Total | 0 | 0 | 0 | 3  | 10  | 19  | 14  | 29   | 34   | 14  | 3   | 2  | 0 | 128  |
| 7:00 PM    | 0 | 0 | 0 | 2  | 2   | 1   | 4   | 6    | 3    | 3   | 0   | 0  | 0 | 21   |
| 7:15 PM    | 0 | 0 | 0 | 0  | 3   | 3   | 3   | 1    | 6    | 3   | 1   | 0  | 0 | 20   |
| 7:30 PM    | 0 | 0 | 0 | 0  | 1   | 2   | 5   | 5    | 0    | 0   | 0   | 0  | 0 | 13   |
| 7:45 PM    | 0 | 0 | 0 | 2  | 1   | 2   | 4   | 7    | 4    | 3   | 0   | 0  | 0 | 23   |
| Hour Total | 0 | 0 | 0 | 4  | 7   | 8   | 16  | 19   | 13   | 9   | 1   | 0  | 0 | 77   |
| 8:00 PM    | 0 | 0 | 0 | 0  | 1   | 2   | 2   | 5    | 4    | 4   | 1   | 0  | 0 | 19   |
| 8:15 PM    | 0 | 0 | 0 | 0  | 1   | 5   | 4   | 10   | 2    | 4   | 1   | 0  | 0 | 27   |
| 8:30 PM    | 0 | 0 | 0 | 0  | 2   | 1   | 3   | 4    | 6    | 2   | 0   | 0  | 0 | 18   |
| 8:45 PM    | 0 | 0 | 0 | 0  | 1   | 8   | 1   | 8    | 7    | 4   | 1   | 0  | 0 | 30   |
| Hour Total | 0 | 0 | 0 | 0  | 5   | 16  | 10  | 27   | 19   | 14  | 3   | 0  | 0 | 94   |
| 9:00 PM    | 0 | 0 | 0 | 1  | 0   | 3   | 6   | 13   | 2    | 2   | 0   | 0  | 0 | 27   |
| 9:15 PM    | 0 | 0 | 0 | 0  | 1   | 4   | 8   | 15   | 3    | 2   | 0   | 0  | 0 | 33   |
| 9:30 PM    | 0 | 0 | 0 | 0  | 0   | 0   | 4   | 2    | 5    | 3   | 0   | 0  | 0 | 14   |
| 9:45 PM    | 0 | 0 | 0 | 0  | 0   | 1   | 7   | 5    | 1    | 2   | 0   | 1  | 0 | 17   |
| Hour Total | 0 | 0 | 0 | 1  | 1   | 8   | 25  | 35   | 11   | 9   | 0   | 1  | 0 | 91   |
| 10:00 PM   | 0 | 0 | 0 | 2  | 3   | 3   | 8   | 5    | 5    | 1   | 0   | 0  | 0 | 27   |
| 10:15 PM   | 0 | 0 | 0 | 0  | 1   | 1   | 5   | 7    | 6    | 4   | 0   | 1  | 0 | 25   |
| 10:30 PM   | 0 | 0 | 0 | 0  | 1   | 1   | 1   | 0    | 2    | 1   | 0   | 0  | 0 | 6    |
| 10:45 PM   | 0 | 0 | 0 | 0  | 0   | 2   | 5   | 6    | 2    | 1   | 0   | 1  | 0 | 17   |
| Hour Total | 0 | 0 | 0 | 2  | 5   | 7   | 19  | 18   | 15   | 7   | 0   | 2  | 0 | 75   |
| 11:00 PM   | 0 | 0 | 0 | 0  | 2   | 0   | 4   | 8    | 1    | 1   | 0   | 0  | 0 | 16   |
| 11:15 PM   | 0 | 0 | 0 | 0  | 0   | 1   | 5   | 1    | 1    | 1   | 0   | 0  | 0 | 9    |
| 11:30 PM   | 0 | 0 | 0 | 2  | 2   | 3   | 4   | 3    | 1    | 1   | 0   | 0  | 0 | 16   |
| 11:45 PM   | 0 | 0 | 0 | 0  | 0   | 3   | 2   | 0    | 2    | 0   | 0   | 0  | 0 | 7    |
| Hour Total | 0 | 0 | 0 | 2  | 4   | 7   | 15  | 12   | 5    | 3   | 0   | 0  | 0 | 48   |
| Totals     | 2 | 1 | 9 | 36 | 167 | 461 | 810 | 1182 | 1007 | 514 | 161 | 48 | 7 | 4405 |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/4/2011

South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 40      | MPH |
| Median Speed (50th percentile)   | : | 48      | MPH |
| Average Speed - All Vehicles     | : | 48      | MPH |
| 85th Percentile Speed            | : | 56      | MPH |
| 95th Percentile Speed            | : | 60      | MPH |
| 10 MPH Pace Speed                | : | 45 - 54 | MPH |
| Number of Vehicles in Pace       | : | 2189    |     |
| Percentage of Vehicles in Pace   | : | 49.69%  |     |
| Number of Vehicles >= 25 MPH     | : | 4393    |     |
| Percentage of Vehicles >= 25 MPH | : | 99.73%  |     |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/4/2011

WEDNESDAY

| Begin Time | North Bound, South Bound |       |       |       |       |       |       |       |       |       |       |       |         | Total |
|------------|--------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
|            | 5-14                     | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 |       |
| 12:00 AM   | 0                        | 0     | 0     | 0     | 1     | 6     | 14    | 12    | 6     | 5     | 0     | 0     | 0       | 44    |
| 12:15 AM   | 0                        | 0     | 0     | 0     | 0     | 3     | 9     | 5     | 7     | 4     | 0     | 0     | 0       | 28    |
| 12:30 AM   | 0                        | 0     | 0     | 0     | 0     | 2     | 3     | 5     | 9     | 4     | 0     | 0     | 0       | 23    |
| 12:45 AM   | 0                        | 0     | 0     | 0     | 0     | 0     | 11    | 7     | 6     | 2     | 0     | 0     | 0       | 26    |
| Hour Total | 0                        | 0     | 0     | 0     | 1     | 11    | 37    | 29    | 28    | 15    | 0     | 0     | 0       | 121   |
| 1:00 AM    | 0                        | 0     | 0     | 0     | 0     | 4     | 7     | 9     | 4     | 4     | 0     | 0     | 0       | 28    |
| 1:15 AM    | 0                        | 0     | 0     | 0     | 0     | 1     | 6     | 4     | 3     | 2     | 0     | 0     | 1       | 17    |
| 1:30 AM    | 0                        | 0     | 0     | 0     | 0     | 0     | 10    | 10    | 5     | 3     | 0     | 0     | 1       | 29    |
| 1:45 AM    | 0                        | 0     | 0     | 0     | 1     | 2     | 8     | 9     | 9     | 1     | 0     | 0     | 0       | 30    |
| Hour Total | 0                        | 0     | 0     | 0     | 1     | 7     | 31    | 32    | 21    | 10    | 0     | 0     | 2       | 104   |
| 2:00 AM    | 0                        | 0     | 0     | 0     | 0     | 3     | 4     | 13    | 10    | 1     | 1     | 1     | 0       | 33    |
| 2:15 AM    | 0                        | 0     | 0     | 0     | 0     | 0     | 3     | 15    | 7     | 5     | 2     | 2     | 0       | 34    |
| 2:30 AM    | 0                        | 0     | 0     | 0     | 1     | 3     | 6     | 18    | 8     | 8     | 0     | 0     | 1       | 45    |
| 2:45 AM    | 0                        | 0     | 0     | 0     | 1     | 2     | 7     | 8     | 9     | 8     | 6     | 0     | 0       | 41    |
| Hour Total | 0                        | 0     | 0     | 0     | 2     | 8     | 20    | 54    | 34    | 22    | 9     | 3     | 1       | 153   |
| 3:00 AM    | 0                        | 0     | 0     | 0     | 1     | 1     | 7     | 10    | 12    | 4     | 0     | 0     | 0       | 35    |
| 3:15 AM    | 0                        | 0     | 0     | 0     | 1     | 2     | 7     | 13    | 7     | 6     | 3     | 0     | 0       | 39    |
| 3:30 AM    | 0                        | 0     | 0     | 0     | 1     | 5     | 4     | 16    | 21    | 11    | 3     | 0     | 0       | 61    |
| 3:45 AM    | 0                        | 0     | 0     | 0     | 2     | 4     | 5     | 14    | 16    | 5     | 2     | 0     | 0       | 48    |
| Hour Total | 0                        | 0     | 0     | 0     | 5     | 12    | 23    | 53    | 56    | 26    | 8     | 0     | 0       | 183   |
| 4:00 AM    | 0                        | 0     | 0     | 0     | 0     | 3     | 10    | 7     | 10    | 3     | 3     | 0     | 0       | 36    |
| 4:15 AM    | 0                        | 0     | 0     | 0     | 1     | 5     | 6     | 13    | 14    | 4     | 0     | 1     | 0       | 44    |
| 4:30 AM    | 0                        | 0     | 0     | 1     | 4     | 1     | 6     | 22    | 21    | 13    | 5     | 3     | 0       | 76    |
| 4:45 AM    | 0                        | 0     | 0     | 0     | 1     | 5     | 9     | 27    | 22    | 8     | 7     | 2     | 0       | 81    |
| Hour Total | 0                        | 0     | 0     | 1     | 6     | 14    | 31    | 69    | 67    | 28    | 15    | 6     | 0       | 237   |
| 5:00 AM    | 0                        | 0     | 0     | 1     | 0     | 2     | 15    | 24    | 17    | 10    | 3     | 2     | 0       | 74    |
| 5:15 AM    | 0                        | 0     | 0     | 0     | 4     | 2     | 13    | 22    | 16    | 10    | 2     | 2     | 0       | 71    |
| 5:30 AM    | 0                        | 0     | 2     | 1     | 2     | 12    | 18    | 27    | 28    | 11    | 4     | 1     | 0       | 106   |
| 5:45 AM    | 0                        | 0     | 1     | 3     | 4     | 15    | 17    | 36    | 24    | 15    | 6     | 2     | 2       | 125   |
| Hour Total | 0                        | 0     | 3     | 5     | 10    | 31    | 63    | 109   | 85    | 46    | 15    | 7     | 2       | 376   |
| 6:00 AM    | 0                        | 0     | 0     | 0     | 4     | 10    | 7     | 17    | 27    | 15    | 9     | 2     | 0       | 91    |
| 6:15 AM    | 0                        | 0     | 0     | 0     | 5     | 13    | 20    | 31    | 40    | 20    | 4     | 2     | 0       | 135   |
| 6:30 AM    | 0                        | 0     | 0     | 1     | 11    | 12    | 24    | 44    | 45    | 26    | 13    | 1     | 0       | 177   |
| 6:45 AM    | 1                        | 0     | 1     | 1     | 7     | 17    | 35    | 44    | 36    | 24    | 9     | 1     | 0       | 176   |
| Hour Total | 1                        | 0     | 1     | 2     | 27    | 52    | 86    | 136   | 148   | 85    | 35    | 6     | 0       | 579   |
| 7:00 AM    | 0                        | 0     | 0     | 1     | 9     | 8     | 18    | 32    | 30    | 27    | 6     | 2     | 0       | 133   |
| 7:15 AM    | 0                        | 0     | 0     | 0     | 0     | 3     | 13    | 30    | 34    | 15    | 7     | 2     | 0       | 104   |
| 7:30 AM    | 0                        | 0     | 0     | 0     | 5     | 4     | 20    | 47    | 32    | 18    | 5     | 3     | 0       | 134   |
| 7:45 AM    | 0                        | 0     | 0     | 0     | 1     | 12    | 30    | 53    | 41    | 13    | 3     | 1     | 0       | 154   |
| Hour Total | 0                        | 0     | 0     | 1     | 15    | 27    | 81    | 162   | 137   | 73    | 21    | 8     | 0       | 525   |

|            |   |   |   |   |    |    |     |     |     |    |    |   |   |     |
|------------|---|---|---|---|----|----|-----|-----|-----|----|----|---|---|-----|
| 8:00 AM    | 0 | 0 | 0 | 0 | 6  | 15 | 46  | 48  | 34  | 9  | 5  | 2 | 0 | 165 |
| 8:15 AM    | 0 | 0 | 1 | 0 | 7  | 18 | 22  | 32  | 33  | 4  | 3  | 0 | 0 | 120 |
| 8:30 AM    | 0 | 0 | 0 | 3 | 4  | 3  | 28  | 30  | 22  | 13 | 4  | 0 | 0 | 107 |
| 8:45 AM    | 0 | 0 | 0 | 0 | 3  | 3  | 28  | 34  | 26  | 10 | 0  | 1 | 0 | 105 |
| Hour Total | 0 | 0 | 1 | 3 | 20 | 39 | 124 | 144 | 115 | 36 | 12 | 3 | 0 | 497 |
| 9:00 AM    | 0 | 0 | 0 | 1 | 8  | 18 | 23  | 26  | 17  | 5  | 4  | 0 | 0 | 102 |
| 9:15 AM    | 0 | 0 | 0 | 0 | 1  | 12 | 22  | 27  | 16  | 8  | 0  | 0 | 0 | 86  |
| 9:30 AM    | 0 | 0 | 0 | 2 | 3  | 10 | 28  | 31  | 16  | 7  | 1  | 0 | 0 | 98  |
| 9:45 AM    | 0 | 0 | 0 | 2 | 2  | 12 | 25  | 36  | 25  | 8  | 5  | 0 | 0 | 115 |
| Hour Total | 0 | 0 | 0 | 5 | 14 | 52 | 98  | 120 | 74  | 28 | 10 | 0 | 0 | 401 |
| 10:00 AM   | 0 | 0 | 0 | 0 | 5  | 11 | 24  | 38  | 18  | 7  | 5  | 0 | 0 | 108 |
| 10:15 AM   | 0 | 1 | 2 | 3 | 5  | 19 | 37  | 37  | 19  | 3  | 1  | 1 | 0 | 128 |
| 10:30 AM   | 0 | 0 | 0 | 2 | 3  | 6  | 15  | 33  | 16  | 6  | 0  | 0 | 0 | 81  |
| 10:45 AM   | 0 | 1 | 1 | 0 | 1  | 13 | 31  | 23  | 14  | 3  | 2  | 1 | 0 | 90  |
| Hour Total | 0 | 2 | 3 | 5 | 14 | 49 | 107 | 131 | 67  | 19 | 8  | 2 | 0 | 407 |
| 11:00 AM   | 0 | 0 | 0 | 1 | 3  | 13 | 24  | 44  | 26  | 10 | 1  | 0 | 0 | 122 |
| 11:15 AM   | 0 | 1 | 0 | 2 | 4  | 8  | 19  | 35  | 29  | 12 | 4  | 1 | 0 | 115 |
| 11:30 AM   | 0 | 0 | 0 | 2 | 2  | 5  | 20  | 41  | 18  | 9  | 3  | 0 | 0 | 100 |
| 11:45 AM   | 0 | 0 | 0 | 1 | 2  | 3  | 17  | 41  | 33  | 5  | 4  | 0 | 1 | 107 |
| Hour Total | 0 | 1 | 0 | 6 | 11 | 29 | 80  | 161 | 106 | 36 | 12 | 1 | 1 | 444 |
| 12:00 PM   | 0 | 0 | 0 | 0 | 1  | 9  | 14  | 48  | 45  | 12 | 3  | 1 | 0 | 133 |
| 12:15 PM   | 0 | 0 | 0 | 0 | 7  | 6  | 24  | 29  | 27  | 11 | 0  | 1 | 1 | 106 |
| 12:30 PM   | 0 | 0 | 1 | 1 | 2  | 11 | 25  | 27  | 29  | 16 | 3  | 1 | 0 | 116 |
| 12:45 PM   | 0 | 0 | 0 | 0 | 1  | 8  | 14  | 26  | 35  | 20 | 4  | 1 | 0 | 109 |
| Hour Total | 0 | 0 | 1 | 1 | 11 | 34 | 77  | 130 | 136 | 59 | 10 | 4 | 1 | 464 |
| 1:00 PM    | 0 | 0 | 0 | 1 | 4  | 9  | 20  | 43  | 31  | 11 | 5  | 1 | 0 | 125 |
| 1:15 PM    | 0 | 0 | 0 | 0 | 3  | 8  | 30  | 47  | 42  | 15 | 4  | 1 | 0 | 150 |
| 1:30 PM    | 0 | 1 | 4 | 1 | 2  | 5  | 34  | 69  | 53  | 17 | 8  | 0 | 1 | 195 |
| 1:45 PM    | 1 | 0 | 2 | 0 | 1  | 4  | 27  | 28  | 33  | 11 | 4  | 2 | 0 | 113 |
| Hour Total | 1 | 1 | 6 | 2 | 10 | 26 | 111 | 187 | 159 | 54 | 21 | 4 | 1 | 583 |
| 2:00 PM    | 0 | 0 | 0 | 0 | 1  | 2  | 19  | 49  | 31  | 12 | 3  | 3 | 0 | 120 |
| 2:15 PM    | 0 | 0 | 1 | 2 | 6  | 10 | 22  | 27  | 26  | 11 | 1  | 1 | 0 | 107 |
| 2:30 PM    | 1 | 0 | 1 | 0 | 2  | 12 | 55  | 69  | 55  | 21 | 5  | 0 | 0 | 221 |
| 2:45 PM    | 0 | 0 | 0 | 0 | 3  | 14 | 26  | 29  | 37  | 19 | 0  | 1 | 0 | 129 |
| Hour Total | 1 | 0 | 2 | 2 | 12 | 38 | 122 | 174 | 149 | 63 | 9  | 5 | 0 | 577 |
| 3:00 PM    | 0 | 0 | 0 | 0 | 3  | 15 | 23  | 29  | 34  | 12 | 2  | 2 | 0 | 120 |
| 3:15 PM    | 0 | 0 | 0 | 2 | 2  | 10 | 20  | 37  | 28  | 13 | 3  | 1 | 0 | 116 |
| 3:30 PM    | 0 | 0 | 0 | 1 | 4  | 7  | 24  | 39  | 22  | 6  | 3  | 0 | 0 | 106 |
| 3:45 PM    | 0 | 0 | 0 | 1 | 1  | 12 | 15  | 38  | 26  | 19 | 3  | 3 | 0 | 118 |
| Hour Total | 0 | 0 | 0 | 4 | 10 | 44 | 82  | 143 | 110 | 50 | 11 | 6 | 0 | 460 |

|            |   |   |    |    |     |     |      |      |      |     |     |    |    |      |
|------------|---|---|----|----|-----|-----|------|------|------|-----|-----|----|----|------|
| 4:00 PM    | 0 | 0 | 0  | 2  | 4   | 3   | 20   | 40   | 33   | 20  | 2   | 0  | 0  | 124  |
| 4:15 PM    | 0 | 0 | 0  | 0  | 1   | 11  | 21   | 41   | 51   | 21  | 4   | 0  | 1  | 151  |
| 4:30 PM    | 0 | 0 | 1  | 0  | 7   | 19  | 14   | 59   | 55   | 15  | 4   | 0  | 0  | 174  |
| 4:45 PM    | 0 | 0 | 0  | 1  | 4   | 5   | 27   | 38   | 50   | 17  | 3   | 0  | 0  | 145  |
| Hour Total | 0 | 0 | 1  | 3  | 16  | 38  | 82   | 178  | 189  | 73  | 13  | 0  | 1  | 594  |
| 5:00 PM    | 1 | 0 | 0  | 1  | 1   | 15  | 43   | 66   | 48   | 18  | 6   | 2  | 0  | 201  |
| 5:15 PM    | 0 | 0 | 1  | 0  | 1   | 3   | 21   | 44   | 51   | 19  | 7   | 0  | 0  | 147  |
| 5:30 PM    | 0 | 0 | 1  | 0  | 2   | 6   | 14   | 28   | 23   | 21  | 2   | 1  | 1  | 99   |
| 5:45 PM    | 0 | 0 | 0  | 0  | 2   | 3   | 10   | 26   | 28   | 11  | 6   | 0  | 0  | 86   |
| Hour Total | 1 | 0 | 2  | 1  | 6   | 27  | 88   | 164  | 150  | 69  | 21  | 3  | 1  | 533  |
| 6:00 PM    | 0 | 0 | 1  | 0  | 1   | 3   | 14   | 26   | 27   | 6   | 5   | 1  | 0  | 84   |
| 6:15 PM    | 0 | 0 | 0  | 3  | 6   | 10  | 12   | 21   | 17   | 7   | 3   | 0  | 1  | 80   |
| 6:30 PM    | 0 | 0 | 0  | 2  | 3   | 4   | 6    | 13   | 20   | 11  | 6   | 1  | 0  | 66   |
| 6:45 PM    | 0 | 0 | 1  | 7  | 8   | 7   | 8    | 12   | 11   | 8   | 0   | 0  | 0  | 62   |
| Hour Total | 0 | 0 | 2  | 12 | 18  | 24  | 40   | 72   | 75   | 32  | 14  | 2  | 1  | 292  |
| 7:00 PM    | 0 | 0 | 0  | 3  | 3   | 1   | 10   | 15   | 9    | 6   | 1   | 0  | 0  | 48   |
| 7:15 PM    | 0 | 0 | 0  | 0  | 4   | 6   | 9    | 6    | 13   | 10  | 3   | 0  | 0  | 51   |
| 7:30 PM    | 0 | 0 | 0  | 0  | 1   | 2   | 6    | 14   | 6    | 2   | 0   | 0  | 0  | 31   |
| 7:45 PM    | 0 | 0 | 0  | 2  | 2   | 2   | 12   | 12   | 10   | 5   | 0   | 0  | 0  | 45   |
| Hour Total | 0 | 0 | 0  | 5  | 10  | 11  | 37   | 47   | 38   | 23  | 4   | 0  | 0  | 175  |
| 8:00 PM    | 0 | 0 | 1  | 0  | 1   | 3   | 6    | 13   | 10   | 6   | 2   | 0  | 0  | 42   |
| 8:15 PM    | 0 | 0 | 0  | 0  | 2   | 7   | 5    | 17   | 4    | 7   | 1   | 0  | 0  | 43   |
| 8:30 PM    | 0 | 0 | 0  | 0  | 2   | 2   | 8    | 8    | 14   | 2   | 0   | 0  | 0  | 36   |
| 8:45 PM    | 0 | 0 | 0  | 0  | 2   | 9   | 1    | 9    | 12   | 5   | 2   | 0  | 0  | 40   |
| Hour Total | 0 | 0 | 1  | 0  | 7   | 21  | 20   | 47   | 40   | 20  | 5   | 0  | 0  | 161  |
| 9:00 PM    | 0 | 0 | 0  | 2  | 0   | 4   | 12   | 20   | 11   | 2   | 1   | 0  | 1  | 53   |
| 9:15 PM    | 0 | 0 | 0  | 0  | 3   | 6   | 14   | 20   | 8    | 2   | 0   | 0  | 0  | 53   |
| 9:30 PM    | 0 | 0 | 0  | 5  | 0   | 1   | 9    | 5    | 11   | 3   | 0   | 0  | 0  | 34   |
| 9:45 PM    | 0 | 0 | 0  | 0  | 0   | 2   | 10   | 11   | 4    | 2   | 1   | 1  | 0  | 31   |
| Hour Total | 0 | 0 | 0  | 7  | 3   | 13  | 45   | 56   | 34   | 9   | 2   | 1  | 1  | 171  |
| 10:00 PM   | 0 | 0 | 0  | 3  | 3   | 8   | 19   | 9    | 10   | 5   | 0   | 1  | 0  | 58   |
| 10:15 PM   | 0 | 0 | 0  | 0  | 1   | 1   | 16   | 18   | 23   | 16  | 2   | 2  | 0  | 79   |
| 10:30 PM   | 0 | 0 | 0  | 0  | 1   | 1   | 7    | 18   | 14   | 7   | 3   | 0  | 0  | 51   |
| 10:45 PM   | 0 | 0 | 0  | 0  | 0   | 3   | 8    | 15   | 8    | 3   | 2   | 1  | 0  | 40   |
| Hour Total | 0 | 0 | 0  | 3  | 5   | 13  | 50   | 60   | 55   | 31  | 7   | 4  | 0  | 228  |
| 11:00 PM   | 0 | 0 | 0  | 0  | 3   | 0   | 6    | 11   | 7    | 3   | 2   | 0  | 0  | 32   |
| 11:15 PM   | 0 | 0 | 0  | 0  | 0   | 2   | 6    | 11   | 4    | 3   | 1   | 2  | 0  | 29   |
| 11:30 PM   | 0 | 0 | 0  | 2  | 2   | 3   | 8    | 8    | 7    | 6   | 0   | 0  | 0  | 36   |
| 11:45 PM   | 0 | 0 | 0  | 0  | 0   | 5   | 5    | 6    | 6    | 6   | 1   | 0  | 0  | 29   |
| Hour Total | 0 | 0 | 0  | 2  | 5   | 10  | 25   | 36   | 24   | 18  | 4   | 2  | 0  | 126  |
| Totals     | 4 | 4 | 23 | 70 | 239 | 630 | 1560 | 2494 | 2097 | 925 | 266 | 67 | 12 | 8391 |

Speed Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps  
Tracy

Project #: 11-7199-001s

Date: 5/4/2011

North Bound, South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 41      | MPH |
| Median Speed (50th percentile)   | : | 48      | MPH |
| Average Speed - All Vehicles     | : | 48      | MPH |
| 85th Percentile Speed            | : | 55      | MPH |
| 95th Percentile Speed            | : | 60      | MPH |
| 10 MPH Pace Speed                | : | 45 - 54 | MPH |
| Number of Vehicles in Pace       | : | 4591    |     |
| Percentage of Vehicles in Pace   | : | 54.71%  |     |
| Number of Vehicles >= 25 MPH     | : | 8360    |     |
| Percentage of Vehicles >= 25 MPH | : | 99.63%  |     |

5/4/2011

City: Tracy

Project #: 11-7199-001s

Location: South of I-205/Mountain House Parkway interchange and ramps

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 8          | 58        |             |           | 36         | 75        |             |           |                 |           |
| 12:15          | 9          | 58        |             |           | 19         | 48        |             |           |                 |           |
| 12:30          | 11         | 67        |             |           | 12         | 49        |             |           |                 |           |
| 12:45          | 5          | 55        | 33          | 238       | 21         | 54        | 88          | 226       | 121             | 464       |
| 1:00           | 7          | 50        |             |           | 21         | 75        |             |           |                 |           |
| 1:15           | 13         | 71        |             |           | 4          | 79        |             |           |                 |           |
| 1:30           | 17         | 82        |             |           | 12         | 113       |             |           |                 |           |
| 1:45           | 20         | 61        | 57          | 264       | 10         | 52        | 47          | 319       | 104             | 583       |
| 2:00           | 20         | 57        |             |           | 13         | 63        |             |           |                 |           |
| 2:15           | 26         | 42        |             |           | 8          | 65        |             |           |                 |           |
| 2:30           | 25         | 64        |             |           | 20         | 157       |             |           |                 |           |
| 2:45           | 31         | 55        | 102         | 218       | 10         | 74        | 51          | 359       | 153             | 577       |
| 3:00           | 25         | 58        |             |           | 10         | 62        |             |           |                 |           |
| 3:15           | 20         | 47        |             |           | 19         | 69        |             |           |                 |           |
| 3:30           | 27         | 64        |             |           | 34         | 42        |             |           |                 |           |
| 3:45           | 32         | 44        | 104         | 213       | 16         | 74        | 79          | 247       | 183             | 460       |
| 4:00           | 24         | 48        |             |           | 12         | 76        |             |           |                 |           |
| 4:15           | 28         | 82        |             |           | 16         | 69        |             |           |                 |           |
| 4:30           | 62         | 51        |             |           | 14         | 123       |             |           |                 |           |
| 4:45           | 67         | 48        | 181         | 229       | 14         | 97        | 56          | 365       | 237             | 594       |
| 5:00           | 61         | 47        |             |           | 13         | 154       |             |           |                 |           |
| 5:15           | 58         | 47        |             |           | 13         | 100       |             |           |                 |           |
| 5:30           | 88         | 33        |             |           | 18         | 66        |             |           |                 |           |
| 5:45           | 101        | 32        | 308         | 159       | 24         | 54        | 68          | 374       | 376             | 533       |
| 6:00           | 64         | 32        |             |           | 27         | 52        |             |           |                 |           |
| 6:15           | 94         | 38        |             |           | 41         | 42        |             |           |                 |           |
| 6:30           | 137        | 30        |             |           | 40         | 36        |             |           |                 |           |
| 6:45           | 148        | 28        | 443         | 128       | 28         | 34        | 136         | 164       | 579             | 292       |
| 7:00           | 94         | 21        |             |           | 39         | 27        |             |           |                 |           |
| 7:15           | 66         | 20        |             |           | 38         | 31        |             |           |                 |           |
| 7:30           | 90         | 13        |             |           | 44         | 18        |             |           |                 |           |
| 7:45           | 115        | 23        | 365         | 77        | 39         | 22        | 160         | 98        | 525             | 175       |
| 8:00           | 122        | 19        |             |           | 43         | 23        |             |           |                 |           |
| 8:15           | 90         | 27        |             |           | 30         | 16        |             |           |                 |           |
| 8:30           | 65         | 18        |             |           | 42         | 18        |             |           |                 |           |
| 8:45           | 69         | 30        | 346         | 94        | 36         | 10        | 151         | 67        | 497             | 161       |
| 9:00           | 58         | 27        |             |           | 44         | 26        |             |           |                 |           |
| 9:15           | 44         | 33        |             |           | 42         | 20        |             |           |                 |           |
| 9:30           | 52         | 14        |             |           | 46         | 20        |             |           |                 |           |
| 9:45           | 64         | 17        | 218         | 91        | 51         | 14        | 183         | 80        | 401             | 171       |
| 10:00          | 48         | 27        |             |           | 60         | 31        |             |           |                 |           |
| 10:15          | 73         | 25        |             |           | 55         | 54        |             |           |                 |           |
| 10:30          | 46         | 6         |             |           | 35         | 45        |             |           |                 |           |
| 10:45          | 41         | 17        | 208         | 75        | 49         | 23        | 199         | 153       | 407             | 228       |
| 11:00          | 58         | 16        |             |           | 64         | 16        |             |           |                 |           |
| 11:15          | 52         | 9         |             |           | 63         | 20        |             |           |                 |           |
| 11:30          | 50         | 16        |             |           | 50         | 20        |             |           |                 |           |
| 11:45          | 46         | 7         | 206         | 48        | 61         | 22        | 238         | 78        | 444             | 126       |
| Total          | 2571       | 1834      | 2571        | 1834      | 1456       | 2530      | 1456        | 2530      | 4027            | 4364      |
| Combined Total | 4405       |           | 4405        |           | 3986       |           | 3986        |           | 8391            |           |
| AM Peak        | 6:15 AM    |           |             |           | 11:15 AM   |           |             |           |                 |           |
| Vol.           | 473        |           |             |           | 249        |           |             |           |                 |           |
| P.H.F.         | 0.799      |           |             |           | 0.830      |           |             |           |                 |           |
| PM Peak        |            |           | 1:15 PM     |           |            |           | 4:30 PM     |           |                 |           |
| Vol.           |            |           | 271         |           |            |           | 474         |           |                 |           |
| P.H.F.         |            |           | 0.826       |           |            |           | 0.769       |           |                 |           |
| Percentage     | 58.4%      | 41.6%     |             |           | 36.5%      | 63.5%     |             |           |                 |           |



Class Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #:11-7199-001n

Date: 5/5/2011

THURSDAY

North Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 21   | 2    | 0     | 3                | 1                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 31    |
| 12:15 AM   | 0             | 6    | 2    | 0     | 1                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 11    |
| 12:30 AM   | 0             | 8    | 1    | 0     | 1                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| 12:45 AM   | 0             | 9    | 3    | 0     | 0                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 18    |
| Hour Total | 0             | 44   | 8    | 0     | 5                | 1                | 0                | 18                | 0                | 0                 | 0                | 0               | 0                | 76    |
| 1:00 AM    | 0             | 13   | 1    | 0     | 2                | 0                | 0                | 2                 | 1                | 0                 | 0                | 0               | 0                | 19    |
| 1:15 AM    | 0             | 8    | 0    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 1:30 AM    | 0             | 11   | 4    | 0     | 4                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 22    |
| 1:45 AM    | 0             | 9    | 2    | 0     | 0                | 0                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 16    |
| Hour Total | 0             | 41   | 7    | 0     | 6                | 0                | 0                | 11                | 2                | 0                 | 0                | 0               | 0                | 67    |
| 2:00 AM    | 1             | 6    | 1    | 0     | 4                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 14    |
| 2:15 AM    | 0             | 1    | 1    | 0     | 0                | 0                | 0                | 2                 | 1                | 0                 | 0                | 0               | 0                | 5     |
| 2:30 AM    | 1             | 10   | 3    | 0     | 0                | 0                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 24    |
| 2:45 AM    | 0             | 10   | 2    | 0     | 0                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| Hour Total | 2             | 27   | 7    | 0     | 4                | 0                | 0                | 17                | 2                | 0                 | 0                | 0               | 0                | 59    |
| 3:00 AM    | 0             | 6    | 1    | 0     | 2                | 0                | 0                | 9                 | 0                | 0                 | 0                | 0               | 0                | 18    |
| 3:15 AM    | 0             | 8    | 1    | 0     | 1                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| 3:30 AM    | 0             | 25   | 3    | 0     | 2                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 38    |
| 3:45 AM    | 0             | 4    | 0    | 0     | 1                | 0                | 0                | 2                 | 2                | 0                 | 0                | 0               | 0                | 9     |
| Hour Total | 0             | 43   | 5    | 0     | 6                | 0                | 0                | 25                | 2                | 0                 | 0                | 0               | 0                | 81    |
| 4:00 AM    | 0             | 7    | 1    | 0     | 2                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 4:15 AM    | 0             | 2    | 2    | 0     | 2                | 0                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 15    |
| 4:30 AM    | 0             | 7    | 1    | 0     | 0                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| 4:45 AM    | 0             | 4    | 4    | 1     | 0                | 1                | 0                | 2                 | 1                | 0                 | 0                | 0               | 0                | 13    |
| Hour Total | 0             | 20   | 8    | 1     | 4                | 1                | 0                | 20                | 2                | 0                 | 0                | 0               | 0                | 56    |
| 5:00 AM    | 0             | 6    | 1    | 0     | 1                | 1                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 14    |
| 5:15 AM    | 0             | 6    | 1    | 0     | 1                | 1                | 0                | 2                 | 1                | 0                 | 0                | 0               | 0                | 12    |
| 5:30 AM    | 0             | 8    | 1    | 0     | 1                | 0                | 0                | 3                 | 7                | 0                 | 1                | 0               | 0                | 21    |
| 5:45 AM    | 0             | 12   | 2    | 0     | 2                | 0                | 0                | 6                 | 3                | 0                 | 4                | 0               | 0                | 29    |
| Hour Total | 0             | 32   | 5    | 0     | 5                | 2                | 0                | 15                | 12               | 0                 | 5                | 0               | 0                | 76    |
| 6:00 AM    | 0             | 8    | 3    | 1     | 4                | 0                | 0                | 12                | 1                | 0                 | 0                | 0               | 0                | 29    |
| 6:15 AM    | 0             | 26   | 4    | 0     | 2                | 1                | 0                | 9                 | 4                | 0                 | 5                | 0               | 0                | 51    |
| 6:30 AM    | 0             | 15   | 2    | 0     | 5                | 2                | 0                | 10                | 3                | 0                 | 4                | 0               | 0                | 41    |
| 6:45 AM    | 0             | 11   | 3    | 0     | 2                | 0                | 0                | 16                | 4                | 0                 | 1                | 0               | 0                | 37    |
| Hour Total | 0             | 60   | 12   | 1     | 13               | 3                | 0                | 47                | 12               | 0                 | 10               | 0               | 0                | 158   |
| 7:00 AM    | 0             | 12   | 3    | 1     | 5                | 1                | 0                | 25                | 2                | 0                 | 0                | 0               | 0                | 49    |
| 7:15 AM    | 0             | 10   | 4    | 1     | 8                | 0                | 0                | 10                | 7                | 0                 | 0                | 1               | 0                | 41    |
| 7:30 AM    | 0             | 14   | 3    | 1     | 3                | 0                | 0                | 14                | 1                | 0                 | 1                | 0               | 0                | 37    |
| 7:45 AM    | 0             | 13   | 6    | 0     | 4                | 0                | 0                | 14                | 3                | 0                 | 1                | 0               | 0                | 41    |
| Hour Total | 0             | 49   | 16   | 3     | 20               | 1                | 0                | 63                | 13               | 0                 | 2                | 1               | 0                | 168   |

|            |   |     |    |   |    |   |   |    |    |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|----|----|---|----|---|---|-----|
| 8:00 AM    | 0 | 6   | 6  | 0 | 5  | 0 | 0 | 17 | 3  | 0 | 1  | 0 | 0 | 38  |
| 8:15 AM    | 0 | 13  | 6  | 1 | 1  | 0 | 0 | 13 | 9  | 0 | 0  | 0 | 0 | 43  |
| 8:30 AM    | 2 | 11  | 3  | 1 | 4  | 0 | 0 | 19 | 5  | 0 | 1  | 0 | 0 | 46  |
| 8:45 AM    | 1 | 15  | 3  | 0 | 7  | 2 | 0 | 15 | 3  | 0 | 4  | 0 | 0 | 50  |
| Hour Total | 3 | 45  | 18 | 2 | 17 | 2 | 0 | 64 | 20 | 0 | 6  | 0 | 0 | 177 |
| 9:00 AM    | 0 | 5   | 6  | 1 | 5  | 4 | 0 | 24 | 4  | 1 | 7  | 0 | 0 | 57  |
| 9:15 AM    | 0 | 4   | 2  | 1 | 7  | 1 | 0 | 10 | 4  | 0 | 5  | 0 | 0 | 34  |
| 9:30 AM    | 0 | 14  | 5  | 0 | 2  | 1 | 0 | 15 | 6  | 0 | 0  | 0 | 0 | 43  |
| 9:45 AM    | 0 | 9   | 4  | 0 | 4  | 0 | 0 | 5  | 7  | 0 | 2  | 0 | 0 | 31  |
| Hour Total | 0 | 32  | 17 | 2 | 18 | 6 | 0 | 54 | 21 | 1 | 14 | 0 | 0 | 165 |
| 10:00 AM   | 1 | 13  | 6  | 0 | 6  | 2 | 0 | 13 | 7  | 0 | 4  | 0 | 0 | 52  |
| 10:15 AM   | 1 | 18  | 5  | 0 | 6  | 1 | 0 | 18 | 5  | 0 | 2  | 0 | 0 | 56  |
| 10:30 AM   | 0 | 15  | 10 | 0 | 9  | 1 | 0 | 14 | 6  | 0 | 5  | 0 | 0 | 60  |
| 10:45 AM   | 1 | 19  | 6  | 3 | 5  | 0 | 0 | 17 | 5  | 0 | 4  | 0 | 0 | 60  |
| Hour Total | 3 | 65  | 27 | 3 | 26 | 4 | 0 | 62 | 23 | 0 | 15 | 0 | 0 | 228 |
| 11:00 AM   | 0 | 16  | 8  | 0 | 7  | 0 | 0 | 15 | 9  | 0 | 5  | 0 | 0 | 60  |
| 11:15 AM   | 0 | 16  | 4  | 2 | 3  | 1 | 0 | 15 | 8  | 0 | 3  | 0 | 0 | 52  |
| 11:30 AM   | 0 | 21  | 9  | 0 | 7  | 1 | 0 | 11 | 5  | 0 | 3  | 0 | 0 | 57  |
| 11:45 AM   | 0 | 25  | 9  | 0 | 3  | 1 | 0 | 8  | 5  | 0 | 5  | 0 | 0 | 56  |
| Hour Total | 0 | 78  | 30 | 2 | 20 | 3 | 0 | 49 | 27 | 0 | 16 | 0 | 0 | 225 |
| 12:00 PM   | 1 | 32  | 13 | 0 | 12 | 2 | 0 | 19 | 3  | 0 | 6  | 0 | 0 | 88  |
| 12:15 PM   | 0 | 28  | 13 | 0 | 5  | 2 | 0 | 19 | 3  | 0 | 2  | 0 | 0 | 72  |
| 12:30 PM   | 0 | 23  | 9  | 2 | 8  | 0 | 0 | 12 | 8  | 0 | 3  | 0 | 0 | 65  |
| 12:45 PM   | 0 | 22  | 6  | 0 | 5  | 1 | 0 | 11 | 6  | 0 | 2  | 0 | 0 | 53  |
| Hour Total | 1 | 105 | 41 | 2 | 30 | 5 | 0 | 61 | 20 | 0 | 13 | 0 | 0 | 278 |
| 1:00 PM    | 1 | 12  | 2  | 1 | 12 | 0 | 0 | 9  | 5  | 0 | 3  | 0 | 0 | 45  |
| 1:15 PM    | 0 | 26  | 10 | 1 | 7  | 1 | 0 | 10 | 0  | 0 | 3  | 0 | 0 | 58  |
| 1:30 PM    | 0 | 57  | 14 | 0 | 13 | 1 | 0 | 10 | 4  | 0 | 1  | 0 | 0 | 100 |
| 1:45 PM    | 0 | 34  | 8  | 0 | 5  | 1 | 0 | 7  | 6  | 0 | 3  | 0 | 0 | 64  |
| Hour Total | 1 | 129 | 34 | 2 | 37 | 3 | 0 | 36 | 15 | 0 | 10 | 0 | 0 | 267 |
| 2:00 PM    | 0 | 35  | 13 | 3 | 8  | 0 | 0 | 11 | 6  | 0 | 3  | 1 | 0 | 80  |
| 2:15 PM    | 0 | 33  | 13 | 0 | 11 | 1 | 0 | 3  | 5  | 0 | 5  | 0 | 0 | 71  |
| 2:30 PM    | 0 | 103 | 26 | 2 | 8  | 2 | 0 | 9  | 0  | 0 | 3  | 0 | 0 | 153 |
| 2:45 PM    | 0 | 37  | 9  | 0 | 4  | 2 | 0 | 5  | 3  | 0 | 3  | 0 | 0 | 63  |
| Hour Total | 0 | 208 | 61 | 5 | 31 | 5 | 0 | 28 | 14 | 0 | 14 | 1 | 0 | 367 |
| 3:00 PM    | 0 | 43  | 12 | 1 | 12 | 2 | 0 | 12 | 3  | 0 | 4  | 1 | 0 | 90  |
| 3:15 PM    | 0 | 28  | 3  | 1 | 8  | 1 | 0 | 4  | 5  | 0 | 4  | 0 | 0 | 54  |
| 3:30 PM    | 0 | 57  | 15 | 3 | 8  | 1 | 0 | 9  | 6  | 0 | 0  | 0 | 0 | 99  |
| 3:45 PM    | 0 | 36  | 4  | 1 | 7  | 5 | 0 | 6  | 2  | 0 | 0  | 1 | 0 | 62  |
| Hour Total | 0 | 164 | 34 | 6 | 35 | 9 | 0 | 31 | 16 | 0 | 8  | 2 | 0 | 305 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 36    | 13    | 0    | 7    | 1    | 0    | 5     | 1    | 0    | 1    | 0    | 0    | 64   |
| 4:15 PM    | 0    | 32    | 12    | 2    | 10   | 1    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 62   |
| 4:30 PM    | 0    | 73    | 20    | 0    | 14   | 1    | 0    | 7     | 4    | 0    | 0    | 0    | 0    | 119  |
| 4:45 PM    | 1    | 62    | 17    | 1    | 10   | 3    | 0    | 3     | 3    | 0    | 0    | 0    | 0    | 100  |
| Hour Total | 1    | 203   | 62    | 3    | 41   | 6    | 0    | 19    | 9    | 0    | 1    | 0    | 0    | 345  |
| 5:00 PM    | 0    | 86    | 9     | 1    | 8    | 1    | 0    | 7     | 2    | 0    | 0    | 0    | 0    | 114  |
| 5:15 PM    | 0    | 50    | 23    | 0    | 8    | 0    | 0    | 6     | 4    | 0    | 0    | 0    | 0    | 91   |
| 5:30 PM    | 0    | 46    | 14    | 1    | 10   | 0    | 0    | 4     | 4    | 0    | 0    | 1    | 0    | 80   |
| 5:45 PM    | 0    | 58    | 5     | 0    | 6    | 0    | 0    | 6     | 3    | 0    | 1    | 0    | 0    | 79   |
| Hour Total | 0    | 240   | 51    | 2    | 32   | 1    | 0    | 23    | 13   | 0    | 1    | 1    | 0    | 364  |
| 6:00 PM    | 0    | 40    | 13    | 0    | 8    | 2    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 69   |
| 6:15 PM    | 0    | 43    | 4     | 0    | 8    | 0    | 0    | 4     | 2    | 0    | 0    | 0    | 0    | 61   |
| 6:30 PM    | 0    | 36    | 3     | 0    | 3    | 0    | 0    | 7     | 3    | 0    | 0    | 0    | 0    | 52   |
| 6:45 PM    | 0    | 26    | 8     | 0    | 2    | 0    | 0    | 5     | 4    | 0    | 0    | 0    | 0    | 45   |
| Hour Total | 0    | 145   | 28    | 0    | 21   | 2    | 0    | 21    | 10   | 0    | 0    | 0    | 0    | 227  |
| 7:00 PM    | 0    | 21    | 13    | 0    | 2    | 0    | 0    | 5     | 2    | 0    | 0    | 0    | 0    | 43   |
| 7:15 PM    | 0    | 33    | 7     | 0    | 7    | 0    | 0    | 6     | 2    | 0    | 0    | 0    | 0    | 55   |
| 7:30 PM    | 0    | 27    | 5     | 0    | 3    | 0    | 0    | 1     | 2    | 0    | 0    | 0    | 0    | 38   |
| 7:45 PM    | 0    | 14    | 5     | 0    | 1    | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 24   |
| Hour Total | 0    | 95    | 30    | 0    | 13   | 0    | 0    | 15    | 7    | 0    | 0    | 0    | 0    | 160  |
| 8:00 PM    | 0    | 17    | 4     | 0    | 2    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 27   |
| 8:15 PM    | 0    | 13    | 4     | 0    | 2    | 0    | 0    | 0     | 2    | 0    | 0    | 0    | 0    | 21   |
| 8:30 PM    | 1    | 16    | 2     | 1    | 3    | 1    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 28   |
| 8:45 PM    | 0    | 5     | 4     | 0    | 2    | 1    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 1    | 51    | 14    | 1    | 9    | 2    | 0    | 10    | 4    | 0    | 0    | 0    | 0    | 92   |
| 9:00 PM    | 0    | 8     | 5     | 2    | 3    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 21   |
| 9:15 PM    | 0    | 16    | 5     | 0    | 2    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 28   |
| 9:30 PM    | 1    | 8     | 0     | 0    | 1    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 12   |
| 9:45 PM    | 0    | 11    | 3     | 0    | 1    | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 21   |
| Hour Total | 1    | 43    | 13    | 2    | 7    | 0    | 0    | 14    | 2    | 0    | 0    | 0    | 0    | 82   |
| 10:00 PM   | 0    | 11    | 4     | 0    | 1    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 18   |
| 10:15 PM   | 0    | 30    | 7     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 39   |
| 10:30 PM   | 0    | 17    | 2     | 0    | 1    | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 26   |
| 10:45 PM   | 0    | 8     | 3     | 0    | 2    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 17   |
| Hour Total | 0    | 66    | 16    | 0    | 4    | 0    | 0    | 13    | 1    | 0    | 0    | 0    | 0    | 100  |
| 11:00 PM   | 0    | 28    | 8     | 0    | 4    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 43   |
| 11:15 PM   | 0    | 20    | 5     | 0    | 0    | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 34   |
| 11:30 PM   | 0    | 11    | 3     | 0    | 2    | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 20   |
| 11:45 PM   | 0    | 18    | 7     | 0    | 2    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 30   |
| Hour Total | 0    | 77    | 23    | 0    | 8    | 0    | 0    | 18    | 1    | 0    | 0    | 0    | 0    | 127  |
| Totals     | 13   | 2062  | 567   | 37   | 412  | 56   | 0    | 734   | 248  | 1    | 115  | 5    | 0    | 4250 |
| Percent    | 0.3% | 48.5% | 13.3% | 0.9% | 9.7% | 1.3% | 0.0% | 17.3% | 5.8% | 0.0% | 2.7% | 0.1% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #:11-7199-001s

Date: 5/5/2011

THURSDAY

South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle 6 Tire | 3 Axle Single | 4 Axle Single | <5 Axle Double | 5 Axle Double | >5 Axle Double | <6 Axle Multi | 6 Axle Multi | >6 Axle Multi | Total |
|------------|---------------|------|------|-------|---------------|---------------|---------------|----------------|---------------|----------------|---------------|--------------|---------------|-------|
|            | Bikes         | Tlrs | Long | Buses |               |               |               |                |               |                |               |              |               |       |
| 12:00 AM   | 0             | 2    | 1    | 0     | 0             | 0             | 0             | 6              | 0             | 0              | 0             | 0            | 0             | 9     |
| 12:15 AM   | 0             | 5    | 4    | 0     | 1             | 0             | 0             | 3              | 2             | 0              | 0             | 0            | 0             | 15    |
| 12:30 AM   | 0             | 3    | 3    | 0     | 1             | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 11    |
| 12:45 AM   | 0             | 2    | 1    | 0     | 1             | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 6     |
| Hour Total | 0             | 12   | 9    | 0     | 3             | 0             | 0             | 15             | 2             | 0              | 0             | 0            | 0             | 41    |
| 1:00 AM    | 0             | 4    | 0    | 0     | 1             | 0             | 0             | 3              | 1             | 0              | 0             | 0            | 0             | 9     |
| 1:15 AM    | 0             | 10   | 2    | 0     | 1             | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 17    |
| 1:30 AM    | 0             | 6    | 0    | 0     | 3             | 0             | 0             | 3              | 0             | 0              | 0             | 0            | 0             | 12    |
| 1:45 AM    | 0             | 11   | 2    | 0     | 1             | 0             | 0             | 5              | 0             | 0              | 0             | 0            | 0             | 19    |
| Hour Total | 0             | 31   | 4    | 0     | 6             | 0             | 0             | 15             | 1             | 0              | 0             | 0            | 0             | 57    |
| 2:00 AM    | 0             | 9    | 5    | 0     | 1             | 0             | 0             | 8              | 0             | 0              | 0             | 0            | 0             | 23    |
| 2:15 AM    | 0             | 13   | 2    | 1     | 5             | 0             | 0             | 7              | 1             | 0              | 0             | 0            | 0             | 29    |
| 2:30 AM    | 0             | 21   | 4    | 1     | 1             | 0             | 0             | 2              | 0             | 0              | 0             | 0            | 0             | 29    |
| 2:45 AM    | 0             | 16   | 4    | 1     | 0             | 0             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 25    |
| Hour Total | 0             | 59   | 15   | 3     | 7             | 0             | 0             | 21             | 1             | 0              | 0             | 0            | 0             | 106   |
| 3:00 AM    | 0             | 10   | 3    | 0     | 3             | 0             | 0             | 7              | 0             | 0              | 0             | 0            | 0             | 23    |
| 3:15 AM    | 0             | 11   | 1    | 0     | 1             | 1             | 0             | 6              | 1             | 0              | 0             | 0            | 0             | 21    |
| 3:30 AM    | 0             | 11   | 3    | 0     | 1             | 1             | 0             | 4              | 0             | 0              | 0             | 0            | 0             | 20    |
| 3:45 AM    | 0             | 16   | 1    | 0     | 4             | 0             | 0             | 10             | 0             | 0              | 0             | 0            | 0             | 31    |
| Hour Total | 0             | 48   | 8    | 0     | 9             | 2             | 0             | 27             | 1             | 0              | 0             | 0            | 0             | 95    |
| 4:00 AM    | 0             | 9    | 2    | 0     | 3             | 0             | 0             | 7              | 1             | 0              | 0             | 0            | 0             | 22    |
| 4:15 AM    | 0             | 21   | 6    | 0     | 5             | 1             | 0             | 11             | 0             | 0              | 0             | 0            | 0             | 44    |
| 4:30 AM    | 0             | 32   | 5    | 0     | 5             | 0             | 0             | 12             | 0             | 0              | 0             | 0            | 0             | 54    |
| 4:45 AM    | 0             | 33   | 11   | 0     | 1             | 0             | 0             | 4              | 1             | 0              | 3             | 0            | 0             | 53    |
| Hour Total | 0             | 95   | 24   | 0     | 14            | 1             | 0             | 34             | 2             | 0              | 3             | 0            | 0             | 173   |
| 5:00 AM    | 0             | 26   | 7    | 0     | 5             | 0             | 0             | 8              | 1             | 0              | 1             | 0            | 0             | 48    |
| 5:15 AM    | 1             | 34   | 12   | 0     | 9             | 0             | 0             | 13             | 0             | 0              | 2             | 0            | 0             | 71    |
| 5:30 AM    | 2             | 42   | 11   | 0     | 7             | 2             | 0             | 18             | 1             | 0              | 2             | 0            | 0             | 85    |
| 5:45 AM    | 0             | 50   | 9    | 0     | 12            | 2             | 0             | 17             | 2             | 0              | 6             | 0            | 0             | 98    |
| Hour Total | 3             | 152  | 39   | 0     | 33            | 4             | 0             | 56             | 4             | 0              | 11            | 0            | 0             | 302   |
| 6:00 AM    | 0             | 35   | 15   | 1     | 10            | 1             | 0             | 12             | 1             | 0              | 0             | 0            | 0             | 75    |
| 6:15 AM    | 0             | 46   | 20   | 1     | 14            | 1             | 0             | 13             | 5             | 0              | 2             | 0            | 0             | 102   |
| 6:30 AM    | 0             | 63   | 25   | 0     | 18            | 0             | 0             | 16             | 2             | 0              | 1             | 0            | 0             | 125   |
| 6:45 AM    | 0             | 53   | 11   | 0     | 7             | 2             | 0             | 13             | 0             | 0              | 0             | 0            | 0             | 86    |
| Hour Total | 0             | 197  | 71   | 2     | 49            | 4             | 0             | 54             | 8             | 0              | 3             | 0            | 0             | 388   |
| 7:00 AM    | 0             | 55   | 10   | 1     | 8             | 2             | 0             | 8              | 1             | 0              | 0             | 0            | 0             | 85    |
| 7:15 AM    | 0             | 44   | 18   | 3     | 9             | 1             | 0             | 9              | 2             | 0              | 1             | 0            | 0             | 87    |
| 7:30 AM    | 1             | 44   | 8    | 0     | 7             | 0             | 0             | 9              | 1             | 0              | 1             | 0            | 0             | 71    |
| 7:45 AM    | 0             | 61   | 16   | 0     | 8             | 1             | 0             | 12             | 2             | 0              | 2             | 0            | 0             | 102   |
| Hour Total | 1             | 204  | 52   | 4     | 32            | 4             | 0             | 38             | 6             | 0              | 4             | 0            | 0             | 345   |

|            |   |     |    |    |    |   |   |    |    |   |    |   |   |     |
|------------|---|-----|----|----|----|---|---|----|----|---|----|---|---|-----|
| 8:00 AM    | 0 | 62  | 20 | 1  | 8  | 0 | 0 | 6  | 5  | 1 | 2  | 0 | 0 | 105 |
| 8:15 AM    | 0 | 35  | 18 | 0  | 7  | 0 | 0 | 16 | 2  | 0 | 2  | 0 | 0 | 80  |
| 8:30 AM    | 0 | 32  | 12 | 0  | 4  | 1 | 0 | 17 | 5  | 0 | 3  | 0 | 0 | 74  |
| 8:45 AM    | 1 | 22  | 8  | 0  | 1  | 2 | 0 | 12 | 2  | 0 | 1  | 0 | 0 | 49  |
| Hour Total | 1 | 151 | 58 | 1  | 20 | 3 | 0 | 51 | 14 | 1 | 8  | 0 | 0 | 308 |
| 9:00 AM    | 0 | 18  | 7  | 0  | 1  | 1 | 0 | 8  | 3  | 0 | 5  | 0 | 0 | 43  |
| 9:15 AM    | 1 | 20  | 6  | 0  | 13 | 0 | 0 | 17 | 6  | 0 | 6  | 0 | 0 | 69  |
| 9:30 AM    | 0 | 26  | 9  | 2  | 9  | 1 | 0 | 12 | 2  | 0 | 2  | 0 | 0 | 63  |
| 9:45 AM    | 1 | 29  | 10 | 0  | 5  | 1 | 0 | 8  | 0  | 0 | 3  | 0 | 0 | 57  |
| Hour Total | 2 | 93  | 32 | 2  | 28 | 3 | 0 | 45 | 11 | 0 | 16 | 0 | 0 | 232 |
| 10:00 AM   | 0 | 30  | 7  | 0  | 10 | 2 | 0 | 14 | 4  | 0 | 1  | 0 | 0 | 68  |
| 10:15 AM   | 0 | 23  | 8  | 2  | 7  | 0 | 0 | 13 | 2  | 0 | 4  | 0 | 0 | 59  |
| 10:30 AM   | 0 | 28  | 9  | 1  | 15 | 0 | 0 | 15 | 3  | 1 | 4  | 0 | 0 | 76  |
| 10:45 AM   | 0 | 18  | 9  | 2  | 5  | 1 | 0 | 13 | 3  | 0 | 1  | 0 | 0 | 52  |
| Hour Total | 0 | 99  | 33 | 5  | 37 | 3 | 0 | 55 | 12 | 1 | 10 | 0 | 0 | 255 |
| 11:00 AM   | 0 | 28  | 6  | 0  | 10 | 2 | 0 | 10 | 3  | 0 | 5  | 0 | 0 | 64  |
| 11:15 AM   | 0 | 14  | 7  | 0  | 9  | 1 | 0 | 17 | 5  | 0 | 6  | 0 | 0 | 59  |
| 11:30 AM   | 0 | 30  | 10 | 0  | 6  | 2 | 0 | 8  | 3  | 0 | 2  | 0 | 0 | 61  |
| 11:45 AM   | 0 | 23  | 13 | 0  | 4  | 1 | 0 | 8  | 0  | 0 | 2  | 0 | 0 | 51  |
| Hour Total | 0 | 95  | 36 | 0  | 29 | 6 | 0 | 43 | 11 | 0 | 15 | 0 | 0 | 235 |
| 12:00 PM   | 0 | 28  | 9  | 2  | 6  | 3 | 0 | 9  | 4  | 0 | 3  | 0 | 0 | 64  |
| 12:15 PM   | 0 | 17  | 7  | 4  | 8  | 1 | 0 | 10 | 6  | 0 | 6  | 0 | 0 | 59  |
| 12:30 PM   | 0 | 20  | 6  | 1  | 6  | 1 | 0 | 9  | 2  | 0 | 5  | 0 | 0 | 50  |
| 12:45 PM   | 0 | 26  | 10 | 3  | 7  | 0 | 0 | 14 | 2  | 0 | 1  | 0 | 0 | 63  |
| Hour Total | 0 | 91  | 32 | 10 | 27 | 5 | 0 | 42 | 14 | 0 | 15 | 0 | 0 | 236 |
| 1:00 PM    | 0 | 31  | 10 | 0  | 7  | 0 | 0 | 7  | 2  | 0 | 3  | 0 | 0 | 60  |
| 1:15 PM    | 0 | 35  | 13 | 2  | 8  | 1 | 0 | 11 | 6  | 0 | 5  | 0 | 0 | 81  |
| 1:30 PM    | 1 | 25  | 3  | 0  | 9  | 2 | 0 | 7  | 5  | 0 | 2  | 0 | 0 | 54  |
| 1:45 PM    | 0 | 21  | 13 | 1  | 11 | 1 | 0 | 11 | 3  | 0 | 1  | 0 | 0 | 62  |
| Hour Total | 1 | 112 | 39 | 3  | 35 | 4 | 0 | 36 | 16 | 0 | 11 | 0 | 0 | 257 |
| 2:00 PM    | 0 | 18  | 8  | 0  | 10 | 1 | 0 | 5  | 3  | 0 | 3  | 0 | 0 | 48  |
| 2:15 PM    | 0 | 24  | 11 | 3  | 6  | 2 | 0 | 8  | 3  | 0 | 2  | 1 | 0 | 60  |
| 2:30 PM    | 1 | 30  | 10 | 2  | 6  | 0 | 0 | 7  | 7  | 0 | 1  | 0 | 0 | 64  |
| 2:45 PM    | 0 | 42  | 22 | 2  | 7  | 1 | 0 | 5  | 6  | 0 | 0  | 0 | 0 | 85  |
| Hour Total | 1 | 114 | 51 | 7  | 29 | 4 | 0 | 25 | 19 | 0 | 6  | 1 | 0 | 257 |
| 3:00 PM    | 0 | 28  | 12 | 0  | 8  | 1 | 0 | 7  | 3  | 0 | 0  | 0 | 0 | 59  |
| 3:15 PM    | 0 | 24  | 10 | 0  | 5  | 1 | 0 | 9  | 1  | 0 | 1  | 0 | 0 | 51  |
| 3:30 PM    | 0 | 29  | 12 | 1  | 7  | 1 | 0 | 0  | 3  | 0 | 0  | 0 | 0 | 53  |
| 3:45 PM    | 0 | 29  | 8  | 2  | 6  | 1 | 0 | 6  | 4  | 0 | 0  | 0 | 0 | 56  |
| Hour Total | 0 | 110 | 42 | 3  | 26 | 4 | 0 | 22 | 11 | 0 | 1  | 0 | 0 | 219 |

|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 34    | 12    | 4    | 9     | 0    | 0    | 10    | 1    | 0    | 1    | 0    | 0    | 71   |
| 4:15 PM    | 0    | 48    | 19    | 0    | 7     | 0    | 0    | 9     | 2    | 0    | 0    | 0    | 0    | 85   |
| 4:30 PM    | 0    | 37    | 16    | 2    | 10    | 3    | 0    | 7     | 2    | 0    | 0    | 0    | 0    | 77   |
| 4:45 PM    | 0    | 30    | 16    | 0    | 6     | 0    | 0    | 6     | 2    | 0    | 0    | 0    | 0    | 60   |
| Hour Total | 0    | 149   | 63    | 6    | 32    | 3    | 0    | 32    | 7    | 0    | 1    | 0    | 0    | 293  |
| 5:00 PM    | 0    | 21    | 8     | 0    | 7     | 0    | 0    | 3     | 2    | 0    | 1    | 0    | 0    | 42   |
| 5:15 PM    | 0    | 31    | 4     | 1    | 1     | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 42   |
| 5:30 PM    | 0    | 22    | 4     | 0    | 7     | 1    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 38   |
| 5:45 PM    | 0    | 14    | 11    | 1    | 1     | 0    | 0    | 8     | 2    | 0    | 0    | 0    | 0    | 37   |
| Hour Total | 0    | 88    | 27    | 2    | 16    | 1    | 0    | 19    | 5    | 0    | 1    | 0    | 0    | 159  |
| 6:00 PM    | 0    | 10    | 2     | 0    | 1     | 0    | 0    | 10    | 3    | 0    | 0    | 0    | 0    | 26   |
| 6:15 PM    | 1    | 21    | 7     | 0    | 10    | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 44   |
| 6:30 PM    | 0    | 12    | 10    | 0    | 3     | 2    | 0    | 3     | 2    | 0    | 0    | 0    | 0    | 32   |
| 6:45 PM    | 0    | 10    | 3     | 0    | 3     | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 20   |
| Hour Total | 1    | 53    | 22    | 0    | 17    | 2    | 0    | 21    | 6    | 0    | 0    | 0    | 0    | 122  |
| 7:00 PM    | 0    | 12    | 3     | 0    | 0     | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 19   |
| 7:15 PM    | 0    | 16    | 5     | 0    | 0     | 0    | 0    | 4     | 2    | 0    | 0    | 0    | 0    | 27   |
| 7:30 PM    | 0    | 12    | 2     | 0    | 1     | 1    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 19   |
| 7:45 PM    | 0    | 12    | 4     | 1    | 1     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 21   |
| Hour Total | 0    | 52    | 14    | 1    | 2     | 1    | 0    | 12    | 4    | 0    | 0    | 0    | 0    | 86   |
| 8:00 PM    | 0    | 12    | 3     | 0    | 1     | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 21   |
| 8:15 PM    | 0    | 13    | 5     | 0    | 2     | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 28   |
| 8:30 PM    | 0    | 17    | 5     | 2    | 0     | 1    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 32   |
| 8:45 PM    | 0    | 16    | 1     | 0    | 5     | 0    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 25   |
| Hour Total | 0    | 58    | 14    | 2    | 8     | 1    | 0    | 21    | 2    | 0    | 0    | 0    | 0    | 106  |
| 9:00 PM    | 1    | 18    | 6     | 1    | 0     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 29   |
| 9:15 PM    | 2    | 13    | 5     | 0    | 2     | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 27   |
| 9:30 PM    | 0    | 16    | 4     | 0    | 1     | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 28   |
| 9:45 PM    | 0    | 9     | 1     | 0    | 0     | 1    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 3    | 56    | 16    | 1    | 3     | 1    | 0    | 19    | 1    | 0    | 0    | 0    | 0    | 100  |
| 10:00 PM   | 0    | 10    | 4     | 0    | 2     | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 25   |
| 10:15 PM   | 0    | 7     | 6     | 0    | 1     | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 14   |
| 10:30 PM   | 0    | 4     | 1     | 0    | 0     | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 10   |
| 10:45 PM   | 0    | 2     | 4     | 0    | 0     | 0    | 0    | 10    | 0    | 0    | 0    | 0    | 0    | 16   |
| Hour Total | 0    | 23    | 15    | 0    | 3     | 0    | 0    | 23    | 1    | 0    | 0    | 0    | 0    | 65   |
| 11:00 PM   | 0    | 5     | 1     | 0    | 2     | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 15   |
| 11:15 PM   | 0    | 4     | 2     | 0    | 0     | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 12   |
| 11:30 PM   | 0    | 4     | 2     | 0    | 0     | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 15   |
| 11:45 PM   | 0    | 3     | 5     | 0    | 0     | 0    | 0    | 2     | 1    | 0    | 1    | 0    | 0    | 12   |
| Hour Total | 0    | 16    | 10    | 0    | 2     | 0    | 0    | 22    | 3    | 0    | 1    | 0    | 0    | 54   |
| Totals     | 13   | 2158  | 726   | 52   | 467   | 56   | 0    | 748   | 162  | 2    | 106  | 1    | 0    | 4491 |
| Percent    | 0.3% | 48.1% | 16.2% | 1.2% | 10.4% | 1.2% | 0.0% | 16.7% | 3.6% | 0.0% | 2.4% | 0.0% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #:11-7199-001s

Date: 5/5/2011

THURSDAY

North Bound, South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 23   | 3    | 0     | 3                | 1                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 40    |
| 12:15 AM   | 0             | 11   | 6    | 0     | 2                | 0                | 0                | 5                 | 2                | 0                 | 0                | 0               | 0                | 26    |
| 12:30 AM   | 0             | 11   | 4    | 0     | 2                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 27    |
| 12:45 AM   | 0             | 11   | 4    | 0     | 1                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 24    |
| Hour Total | 0             | 56   | 17   | 0     | 8                | 1                | 0                | 33                | 2                | 0                 | 0                | 0               | 0                | 117   |
| 1:00 AM    | 0             | 17   | 1    | 0     | 3                | 0                | 0                | 5                 | 2                | 0                 | 0                | 0               | 0                | 28    |
| 1:15 AM    | 0             | 18   | 2    | 0     | 1                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 27    |
| 1:30 AM    | 0             | 17   | 4    | 0     | 7                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 34    |
| 1:45 AM    | 0             | 20   | 4    | 0     | 1                | 0                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 35    |
| Hour Total | 0             | 72   | 11   | 0     | 12               | 0                | 0                | 26                | 3                | 0                 | 0                | 0               | 0                | 124   |
| 2:00 AM    | 1             | 15   | 6    | 0     | 5                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 37    |
| 2:15 AM    | 0             | 14   | 3    | 1     | 5                | 0                | 0                | 9                 | 2                | 0                 | 0                | 0               | 0                | 34    |
| 2:30 AM    | 1             | 31   | 7    | 1     | 1                | 0                | 0                | 11                | 1                | 0                 | 0                | 0               | 0                | 53    |
| 2:45 AM    | 0             | 26   | 6    | 1     | 0                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 41    |
| Hour Total | 2             | 86   | 22   | 3     | 11               | 0                | 0                | 38                | 3                | 0                 | 0                | 0               | 0                | 165   |
| 3:00 AM    | 0             | 16   | 4    | 0     | 5                | 0                | 0                | 16                | 0                | 0                 | 0                | 0               | 0                | 41    |
| 3:15 AM    | 0             | 19   | 2    | 0     | 2                | 1                | 0                | 12                | 1                | 0                 | 0                | 0               | 0                | 37    |
| 3:30 AM    | 0             | 36   | 6    | 0     | 3                | 1                | 0                | 12                | 0                | 0                 | 0                | 0               | 0                | 58    |
| 3:45 AM    | 0             | 20   | 1    | 0     | 5                | 0                | 0                | 12                | 2                | 0                 | 0                | 0               | 0                | 40    |
| Hour Total | 0             | 91   | 13   | 0     | 15               | 2                | 0                | 52                | 3                | 0                 | 0                | 0               | 0                | 176   |
| 4:00 AM    | 0             | 16   | 3    | 0     | 5                | 0                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 34    |
| 4:15 AM    | 0             | 23   | 8    | 0     | 7                | 1                | 0                | 19                | 1                | 0                 | 0                | 0               | 0                | 59    |
| 4:30 AM    | 0             | 39   | 6    | 0     | 5                | 0                | 0                | 20                | 0                | 0                 | 0                | 0               | 0                | 70    |
| 4:45 AM    | 0             | 37   | 15   | 1     | 1                | 1                | 0                | 6                 | 2                | 0                 | 3                | 0               | 0                | 66    |
| Hour Total | 0             | 115  | 32   | 1     | 18               | 2                | 0                | 54                | 4                | 0                 | 3                | 0               | 0                | 229   |
| 5:00 AM    | 0             | 32   | 8    | 0     | 6                | 1                | 0                | 12                | 2                | 0                 | 1                | 0               | 0                | 62    |
| 5:15 AM    | 1             | 40   | 13   | 0     | 10               | 1                | 0                | 15                | 1                | 0                 | 2                | 0               | 0                | 83    |
| 5:30 AM    | 2             | 50   | 12   | 0     | 8                | 2                | 0                | 21                | 8                | 0                 | 3                | 0               | 0                | 106   |
| 5:45 AM    | 0             | 62   | 11   | 0     | 14               | 2                | 0                | 23                | 5                | 0                 | 10               | 0               | 0                | 127   |
| Hour Total | 3             | 184  | 44   | 0     | 38               | 6                | 0                | 71                | 16               | 0                 | 16               | 0               | 0                | 378   |
| 6:00 AM    | 0             | 43   | 18   | 2     | 14               | 1                | 0                | 24                | 2                | 0                 | 0                | 0               | 0                | 104   |
| 6:15 AM    | 0             | 72   | 24   | 1     | 16               | 2                | 0                | 22                | 9                | 0                 | 7                | 0               | 0                | 153   |
| 6:30 AM    | 0             | 78   | 27   | 0     | 23               | 2                | 0                | 26                | 5                | 0                 | 5                | 0               | 0                | 166   |
| 6:45 AM    | 0             | 64   | 14   | 0     | 9                | 2                | 0                | 29                | 4                | 0                 | 1                | 0               | 0                | 123   |
| Hour Total | 0             | 257  | 83   | 3     | 62               | 7                | 0                | 101               | 20               | 0                 | 13               | 0               | 0                | 546   |
| 7:00 AM    | 0             | 67   | 13   | 2     | 13               | 3                | 0                | 33                | 3                | 0                 | 0                | 0               | 0                | 134   |
| 7:15 AM    | 0             | 54   | 22   | 4     | 17               | 1                | 0                | 19                | 9                | 0                 | 1                | 1               | 0                | 128   |
| 7:30 AM    | 1             | 58   | 11   | 1     | 10               | 0                | 0                | 23                | 2                | 0                 | 2                | 0               | 0                | 108   |
| 7:45 AM    | 0             | 74   | 22   | 0     | 12               | 1                | 0                | 26                | 5                | 0                 | 3                | 0               | 0                | 143   |
| Hour Total | 1             | 253  | 68   | 7     | 52               | 5                | 0                | 101               | 19               | 0                 | 6                | 1               | 0                | 513   |

|            |   |     |     |    |    |    |   |     |    |   |    |   |   |     |
|------------|---|-----|-----|----|----|----|---|-----|----|---|----|---|---|-----|
| 8:00 AM    | 0 | 68  | 26  | 1  | 13 | 0  | 0 | 23  | 8  | 1 | 3  | 0 | 0 | 143 |
| 8:15 AM    | 0 | 48  | 24  | 1  | 8  | 0  | 0 | 29  | 11 | 0 | 2  | 0 | 0 | 123 |
| 8:30 AM    | 2 | 43  | 15  | 1  | 8  | 1  | 0 | 36  | 10 | 0 | 4  | 0 | 0 | 120 |
| 8:45 AM    | 2 | 37  | 11  | 0  | 8  | 4  | 0 | 27  | 5  | 0 | 5  | 0 | 0 | 99  |
| Hour Total | 4 | 196 | 76  | 3  | 37 | 5  | 0 | 115 | 34 | 1 | 14 | 0 | 0 | 485 |
| 9:00 AM    | 0 | 23  | 13  | 1  | 6  | 5  | 0 | 32  | 7  | 1 | 12 | 0 | 0 | 100 |
| 9:15 AM    | 1 | 24  | 8   | 1  | 20 | 1  | 0 | 27  | 10 | 0 | 11 | 0 | 0 | 103 |
| 9:30 AM    | 0 | 40  | 14  | 2  | 11 | 2  | 0 | 27  | 8  | 0 | 2  | 0 | 0 | 106 |
| 9:45 AM    | 1 | 38  | 14  | 0  | 9  | 1  | 0 | 13  | 7  | 0 | 5  | 0 | 0 | 88  |
| Hour Total | 2 | 125 | 49  | 4  | 46 | 9  | 0 | 99  | 32 | 1 | 30 | 0 | 0 | 397 |
| 10:00 AM   | 1 | 43  | 13  | 0  | 16 | 4  | 0 | 27  | 11 | 0 | 5  | 0 | 0 | 120 |
| 10:15 AM   | 1 | 41  | 13  | 2  | 13 | 1  | 0 | 31  | 7  | 0 | 6  | 0 | 0 | 115 |
| 10:30 AM   | 0 | 43  | 19  | 1  | 24 | 1  | 0 | 29  | 9  | 1 | 9  | 0 | 0 | 136 |
| 10:45 AM   | 1 | 37  | 15  | 5  | 10 | 1  | 0 | 30  | 8  | 0 | 5  | 0 | 0 | 112 |
| Hour Total | 3 | 164 | 60  | 8  | 63 | 7  | 0 | 117 | 35 | 1 | 25 | 0 | 0 | 483 |
| 11:00 AM   | 0 | 44  | 14  | 0  | 17 | 2  | 0 | 25  | 12 | 0 | 10 | 0 | 0 | 124 |
| 11:15 AM   | 0 | 30  | 11  | 2  | 12 | 2  | 0 | 32  | 13 | 0 | 9  | 0 | 0 | 111 |
| 11:30 AM   | 0 | 51  | 19  | 0  | 13 | 3  | 0 | 19  | 8  | 0 | 5  | 0 | 0 | 118 |
| 11:45 AM   | 0 | 48  | 22  | 0  | 7  | 2  | 0 | 16  | 5  | 0 | 7  | 0 | 0 | 107 |
| Hour Total | 0 | 173 | 66  | 2  | 49 | 9  | 0 | 92  | 38 | 0 | 31 | 0 | 0 | 460 |
| 12:00 PM   | 1 | 60  | 22  | 2  | 18 | 5  | 0 | 28  | 7  | 0 | 9  | 0 | 0 | 152 |
| 12:15 PM   | 0 | 45  | 20  | 4  | 13 | 3  | 0 | 29  | 9  | 0 | 8  | 0 | 0 | 131 |
| 12:30 PM   | 0 | 43  | 15  | 3  | 14 | 1  | 0 | 21  | 10 | 0 | 8  | 0 | 0 | 115 |
| 12:45 PM   | 0 | 48  | 16  | 3  | 12 | 1  | 0 | 25  | 8  | 0 | 3  | 0 | 0 | 116 |
| Hour Total | 1 | 196 | 73  | 12 | 57 | 10 | 0 | 103 | 34 | 0 | 28 | 0 | 0 | 514 |
| 1:00 PM    | 1 | 43  | 12  | 1  | 19 | 0  | 0 | 16  | 7  | 0 | 6  | 0 | 0 | 105 |
| 1:15 PM    | 0 | 61  | 23  | 3  | 15 | 2  | 0 | 21  | 6  | 0 | 8  | 0 | 0 | 139 |
| 1:30 PM    | 1 | 82  | 17  | 0  | 22 | 3  | 0 | 17  | 9  | 0 | 3  | 0 | 0 | 154 |
| 1:45 PM    | 0 | 55  | 21  | 1  | 16 | 2  | 0 | 18  | 9  | 0 | 4  | 0 | 0 | 126 |
| Hour Total | 2 | 241 | 73  | 5  | 72 | 7  | 0 | 72  | 31 | 0 | 21 | 0 | 0 | 524 |
| 2:00 PM    | 0 | 53  | 21  | 3  | 18 | 1  | 0 | 16  | 9  | 0 | 6  | 1 | 0 | 128 |
| 2:15 PM    | 0 | 57  | 24  | 3  | 17 | 3  | 0 | 11  | 8  | 0 | 7  | 1 | 0 | 131 |
| 2:30 PM    | 1 | 133 | 36  | 4  | 14 | 2  | 0 | 16  | 7  | 0 | 4  | 0 | 0 | 217 |
| 2:45 PM    | 0 | 79  | 31  | 2  | 11 | 3  | 0 | 10  | 9  | 0 | 3  | 0 | 0 | 148 |
| Hour Total | 1 | 322 | 112 | 12 | 60 | 9  | 0 | 53  | 33 | 0 | 20 | 2 | 0 | 624 |
| 3:00 PM    | 0 | 71  | 24  | 1  | 20 | 3  | 0 | 19  | 6  | 0 | 4  | 1 | 0 | 149 |
| 3:15 PM    | 0 | 52  | 13  | 1  | 13 | 2  | 0 | 13  | 6  | 0 | 5  | 0 | 0 | 105 |
| 3:30 PM    | 0 | 86  | 27  | 4  | 15 | 2  | 0 | 9   | 9  | 0 | 0  | 0 | 0 | 152 |
| 3:45 PM    | 0 | 65  | 12  | 3  | 13 | 6  | 0 | 12  | 6  | 0 | 0  | 1 | 0 | 118 |
| Hour Total | 0 | 274 | 76  | 9  | 61 | 13 | 0 | 53  | 27 | 0 | 9  | 2 | 0 | 524 |



|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 70    | 25    | 4    | 16    | 1    | 0    | 15    | 2    | 0    | 2    | 0    | 0    | 135  |
| 4:15 PM    | 0    | 80    | 31    | 2    | 17    | 1    | 0    | 13    | 3    | 0    | 0    | 0    | 0    | 147  |
| 4:30 PM    | 0    | 110   | 36    | 2    | 24    | 4    | 0    | 14    | 6    | 0    | 0    | 0    | 0    | 196  |
| 4:45 PM    | 1    | 92    | 33    | 1    | 16    | 3    | 0    | 9     | 5    | 0    | 0    | 0    | 0    | 160  |
| Hour Total | 1    | 352   | 125   | 9    | 73    | 9    | 0    | 51    | 16   | 0    | 2    | 0    | 0    | 638  |
| 5:00 PM    | 0    | 107   | 17    | 1    | 15    | 1    | 0    | 10    | 4    | 0    | 1    | 0    | 0    | 156  |
| 5:15 PM    | 0    | 81    | 27    | 1    | 9     | 0    | 0    | 10    | 5    | 0    | 0    | 0    | 0    | 133  |
| 5:30 PM    | 0    | 68    | 18    | 1    | 17    | 1    | 0    | 8     | 4    | 0    | 0    | 1    | 0    | 118  |
| 5:45 PM    | 0    | 72    | 16    | 1    | 7     | 0    | 0    | 14    | 5    | 0    | 1    | 0    | 0    | 116  |
| Hour Total | 0    | 328   | 78    | 4    | 48    | 2    | 0    | 42    | 18   | 0    | 2    | 1    | 0    | 523  |
| 6:00 PM    | 0    | 50    | 15    | 0    | 9     | 2    | 0    | 15    | 4    | 0    | 0    | 0    | 0    | 95   |
| 6:15 PM    | 1    | 64    | 11    | 0    | 18    | 0    | 0    | 8     | 3    | 0    | 0    | 0    | 0    | 105  |
| 6:30 PM    | 0    | 48    | 13    | 0    | 6     | 2    | 0    | 10    | 5    | 0    | 0    | 0    | 0    | 84   |
| 6:45 PM    | 0    | 36    | 11    | 0    | 5     | 0    | 0    | 9     | 4    | 0    | 0    | 0    | 0    | 65   |
| Hour Total | 1    | 198   | 50    | 0    | 38    | 4    | 0    | 42    | 16   | 0    | 0    | 0    | 0    | 349  |
| 7:00 PM    | 0    | 33    | 16    | 0    | 2     | 0    | 0    | 8     | 3    | 0    | 0    | 0    | 0    | 62   |
| 7:15 PM    | 0    | 49    | 12    | 0    | 7     | 0    | 0    | 10    | 4    | 0    | 0    | 0    | 0    | 82   |
| 7:30 PM    | 0    | 39    | 7     | 0    | 4     | 1    | 0    | 3     | 3    | 0    | 0    | 0    | 0    | 57   |
| 7:45 PM    | 0    | 26    | 9     | 1    | 2     | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 45   |
| Hour Total | 0    | 147   | 44    | 1    | 15    | 1    | 0    | 27    | 11   | 0    | 0    | 0    | 0    | 246  |
| 8:00 PM    | 0    | 29    | 7     | 0    | 3     | 0    | 0    | 9     | 0    | 0    | 0    | 0    | 0    | 48   |
| 8:15 PM    | 0    | 26    | 9     | 0    | 4     | 0    | 0    | 7     | 3    | 0    | 0    | 0    | 0    | 49   |
| 8:30 PM    | 1    | 33    | 7     | 3    | 3     | 2    | 0    | 10    | 1    | 0    | 0    | 0    | 0    | 60   |
| 8:45 PM    | 0    | 21    | 5     | 0    | 7     | 1    | 0    | 5     | 2    | 0    | 0    | 0    | 0    | 41   |
| Hour Total | 1    | 109   | 28    | 3    | 17    | 3    | 0    | 31    | 6    | 0    | 0    | 0    | 0    | 198  |
| 9:00 PM    | 1    | 26    | 11    | 3    | 3     | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 50   |
| 9:15 PM    | 2    | 29    | 10    | 0    | 4     | 0    | 0    | 9     | 1    | 0    | 0    | 0    | 0    | 55   |
| 9:30 PM    | 1    | 24    | 4     | 0    | 2     | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 40   |
| 9:45 PM    | 0    | 20    | 4     | 0    | 1     | 1    | 0    | 10    | 1    | 0    | 0    | 0    | 0    | 37   |
| Hour Total | 4    | 99    | 29    | 3    | 10    | 1    | 0    | 33    | 3    | 0    | 0    | 0    | 0    | 182  |
| 10:00 PM   | 0    | 21    | 8     | 0    | 3     | 0    | 0    | 9     | 2    | 0    | 0    | 0    | 0    | 43   |
| 10:15 PM   | 0    | 37    | 13    | 0    | 1     | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 53   |
| 10:30 PM   | 0    | 21    | 3     | 0    | 1     | 0    | 0    | 11    | 0    | 0    | 0    | 0    | 0    | 36   |
| 10:45 PM   | 0    | 10    | 7     | 0    | 2     | 0    | 0    | 14    | 0    | 0    | 0    | 0    | 0    | 33   |
| Hour Total | 0    | 89    | 31    | 0    | 7     | 0    | 0    | 36    | 2    | 0    | 0    | 0    | 0    | 165  |
| 11:00 PM   | 0    | 33    | 9     | 0    | 6     | 0    | 0    | 9     | 1    | 0    | 0    | 0    | 0    | 58   |
| 11:15 PM   | 0    | 24    | 7     | 0    | 0     | 0    | 0    | 15    | 0    | 0    | 0    | 0    | 0    | 46   |
| 11:30 PM   | 0    | 15    | 5     | 0    | 2     | 0    | 0    | 11    | 2    | 0    | 0    | 0    | 0    | 35   |
| 11:45 PM   | 0    | 21    | 12    | 0    | 2     | 0    | 0    | 5     | 1    | 0    | 1    | 0    | 0    | 42   |
| Hour Total | 0    | 93    | 33    | 0    | 10    | 0    | 0    | 40    | 4    | 0    | 1    | 0    | 0    | 181  |
| Totals     | 26   | 4220  | 1293  | 89   | 879   | 112  | 0    | 1482  | 410  | 3    | 221  | 6    | 0    | 8741 |
| Percent    | 0.3% | 48.3% | 14.8% | 1.0% | 10.1% | 1.3% | 0.0% | 17.0% | 4.7% | 0.0% | 2.5% | 0.1% | 0.0% |      |

5/5/2011

City: Tracy

Project #: 11-7199-001s

Location: South of I-205/Mountain House Parkway interchange and ramps

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 9          | 64        |             |           | 31         | 88        |             |           |                 |           |
| 12:15          | 15         | 59        |             |           | 11         | 72        |             |           |                 |           |
| 12:30          | 11         | 50        |             |           | 16         | 65        |             |           |                 |           |
| 12:45          | 6          | 63        | 41          | 236       | 18         | 53        | 76          | 278       | 117             | 514       |
| 1:00           | 9          | 60        |             |           | 19         | 45        |             |           |                 |           |
| 1:15           | 17         | 81        |             |           | 10         | 58        |             |           |                 |           |
| 1:30           | 12         | 54        |             |           | 22         | 100       |             |           |                 |           |
| 1:45           | 19         | 62        | 57          | 257       | 16         | 64        | 67          | 267       | 124             | 524       |
| 2:00           | 23         | 48        |             |           | 14         | 80        |             |           |                 |           |
| 2:15           | 29         | 60        |             |           | 5          | 71        |             |           |                 |           |
| 2:30           | 29         | 64        |             |           | 24         | 153       |             |           |                 |           |
| 2:45           | 25         | 85        | 106         | 257       | 16         | 63        | 59          | 367       | 165             | 624       |
| 3:00           | 23         | 59        |             |           | 18         | 90        |             |           |                 |           |
| 3:15           | 21         | 51        |             |           | 16         | 54        |             |           |                 |           |
| 3:30           | 20         | 53        |             |           | 38         | 99        |             |           |                 |           |
| 3:45           | 31         | 56        | 95          | 219       | 9          | 62        | 81          | 305       | 176             | 524       |
| 4:00           | 22         | 71        |             |           | 12         | 64        |             |           |                 |           |
| 4:15           | 44         | 85        |             |           | 15         | 62        |             |           |                 |           |
| 4:30           | 54         | 77        |             |           | 16         | 119       |             |           |                 |           |
| 4:45           | 53         | 60        | 173         | 293       | 13         | 100       | 56          | 345       | 229             | 638       |
| 5:00           | 48         | 42        |             |           | 14         | 114       |             |           |                 |           |
| 5:15           | 71         | 42        |             |           | 12         | 91        |             |           |                 |           |
| 5:30           | 85         | 38        |             |           | 21         | 80        |             |           |                 |           |
| 5:45           | 98         | 37        | 302         | 159       | 29         | 79        | 76          | 364       | 378             | 523       |
| 6:00           | 75         | 26        |             |           | 29         | 69        |             |           |                 |           |
| 6:15           | 102        | 44        |             |           | 51         | 61        |             |           |                 |           |
| 6:30           | 125        | 32        |             |           | 41         | 52        |             |           |                 |           |
| 6:45           | 86         | 20        | 388         | 122       | 37         | 45        | 158         | 227       | 546             | 349       |
| 7:00           | 85         | 19        |             |           | 49         | 43        |             |           |                 |           |
| 7:15           | 87         | 27        |             |           | 41         | 55        |             |           |                 |           |
| 7:30           | 71         | 19        |             |           | 37         | 38        |             |           |                 |           |
| 7:45           | 102        | 21        | 345         | 86        | 41         | 24        | 168         | 160       | 513             | 246       |
| 8:00           | 105        | 21        |             |           | 38         | 27        |             |           |                 |           |
| 8:15           | 80         | 28        |             |           | 43         | 21        |             |           |                 |           |
| 8:30           | 74         | 32        |             |           | 46         | 28        |             |           |                 |           |
| 8:45           | 49         | 25        | 308         | 106       | 50         | 16        | 177         | 92        | 485             | 198       |
| 9:00           | 43         | 29        |             |           | 57         | 21        |             |           |                 |           |
| 9:15           | 69         | 27        |             |           | 34         | 28        |             |           |                 |           |
| 9:30           | 63         | 28        |             |           | 43         | 12        |             |           |                 |           |
| 9:45           | 57         | 16        | 232         | 100       | 31         | 21        | 165         | 82        | 397             | 182       |
| 10:00          | 68         | 25        |             |           | 52         | 18        |             |           |                 |           |
| 10:15          | 59         | 14        |             |           | 56         | 39        |             |           |                 |           |
| 10:30          | 76         | 10        |             |           | 60         | 26        |             |           |                 |           |
| 10:45          | 52         | 16        | 255         | 65        | 60         | 17        | 228         | 100       | 483             | 165       |
| 11:00          | 64         | 15        |             |           | 60         | 43        |             |           |                 |           |
| 11:15          | 59         | 12        |             |           | 52         | 34        |             |           |                 |           |
| 11:30          | 61         | 15        |             |           | 57         | 20        |             |           |                 |           |
| 11:45          | 51         | 12        | 235         | 54        | 56         | 30        | 225         | 127       | 460             | 181       |
| Total          | 2537       | 1954      | 2537        | 1954      | 1536       | 2714      | 1536        | 2714      | 4073            | 4668      |
| Combined Total | 4491       |           | 4491        |           | 4250       |           | 4250        |           | 8741            |           |
| AM Peak        | 5:45 AM    |           |             |           | 11:45 AM   |           |             |           |                 |           |
| Vol.           | 400        |           |             |           | 281        |           |             |           |                 |           |
| P.H.F.         | 0.800      |           |             |           | 0.798      |           |             |           |                 |           |
| PM Peak        |            | 4:00 PM   |             |           |            | 4:30 PM   |             |           |                 |           |
| Vol.           |            | 293       |             |           |            | 424       |             |           |                 |           |
| P.H.F.         |            | 0.862     |             |           |            | 0.891     |             |           |                 |           |
| Percentage     | 56.5%      | 43.5%     |             |           | 36.1%      | 63.9%     |             |           |                 |           |

Class Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #:11-7199-001n

Date: 5/4/2011

WEDNESDAY

North Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 19   | 7    | 0     | 2                | 0                | 0                | 6                 | 2                | 0                 | 0                | 0               | 0                | 36    |
| 12:15 AM   | 0             | 13   | 2    | 0     | 2                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 19    |
| 12:30 AM   | 0             | 8    | 2    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 12    |
| 12:45 AM   | 0             | 11   | 1    | 0     | 1                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 21    |
| Hour Total | 0             | 51   | 12   | 0     | 6                | 0                | 0                | 17                | 2                | 0                 | 0                | 0               | 0                | 88    |
| 1:00 AM    | 0             | 11   | 4    | 0     | 1                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 21    |
| 1:15 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 4     |
| 1:30 AM    | 0             | 7    | 1    | 1     | 0                | 0                | 0                | 1                 | 2                | 0                 | 0                | 0               | 0                | 12    |
| 1:45 AM    | 0             | 4    | 0    | 2     | 0                | 0                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 10    |
| Hour Total | 0             | 25   | 5    | 3     | 1                | 0                | 0                | 10                | 3                | 0                 | 0                | 0               | 0                | 47    |
| 2:00 AM    | 0             | 7    | 2    | 0     | 1                | 1                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 2:15 AM    | 0             | 3    | 0    | 0     | 0                | 0                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 8     |
| 2:30 AM    | 0             | 13   | 3    | 0     | 2                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| 2:45 AM    | 0             | 5    | 3    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| Hour Total | 0             | 28   | 8    | 0     | 4                | 1                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 51    |
| 3:00 AM    | 0             | 3    | 3    | 0     | 1                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 10    |
| 3:15 AM    | 0             | 10   | 2    | 0     | 0                | 0                | 0                | 5                 | 2                | 0                 | 0                | 0               | 0                | 19    |
| 3:30 AM    | 0             | 26   | 3    | 0     | 3                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 34    |
| 3:45 AM    | 0             | 6    | 2    | 0     | 2                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 16    |
| Hour Total | 0             | 45   | 10   | 0     | 6                | 0                | 0                | 16                | 2                | 0                 | 0                | 0               | 0                | 79    |
| 4:00 AM    | 0             | 7    | 1    | 0     | 0                | 0                | 0                | 2                 | 1                | 0                 | 1                | 0               | 0                | 12    |
| 4:15 AM    | 0             | 6    | 1    | 0     | 1                | 0                | 0                | 6                 | 2                | 0                 | 0                | 0               | 0                | 16    |
| 4:30 AM    | 0             | 7    | 2    | 0     | 1                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 14    |
| 4:45 AM    | 0             | 4    | 2    | 0     | 1                | 0                | 0                | 5                 | 2                | 0                 | 0                | 0               | 0                | 14    |
| Hour Total | 0             | 24   | 6    | 0     | 3                | 0                | 0                | 17                | 5                | 0                 | 1                | 0               | 0                | 56    |
| 5:00 AM    | 0             | 6    | 1    | 0     | 0                | 1                | 0                | 4                 | 1                | 0                 | 0                | 0               | 0                | 13    |
| 5:15 AM    | 0             | 7    | 0    | 0     | 2                | 0                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 13    |
| 5:30 AM    | 0             | 12   | 2    | 0     | 1                | 0                | 0                | 1                 | 0                | 0                 | 2                | 0               | 0                | 18    |
| 5:45 AM    | 0             | 9    | 5    | 0     | 0                | 0                | 0                | 4                 | 0                | 0                 | 6                | 0               | 0                | 24    |
| Hour Total | 0             | 34   | 8    | 0     | 3                | 1                | 0                | 12                | 2                | 0                 | 8                | 0               | 0                | 68    |
| 6:00 AM    | 0             | 9    | 5    | 0     | 3                | 0                | 0                | 6                 | 2                | 0                 | 2                | 0               | 0                | 27    |
| 6:15 AM    | 0             | 26   | 1    | 1     | 1                | 0                | 0                | 6                 | 5                | 0                 | 1                | 0               | 0                | 41    |
| 6:30 AM    | 0             | 13   | 7    | 0     | 3                | 0                | 0                | 12                | 4                | 0                 | 1                | 0               | 0                | 40    |
| 6:45 AM    | 0             | 10   | 2    | 1     | 1                | 0                | 0                | 6                 | 5                | 0                 | 3                | 0               | 0                | 28    |
| Hour Total | 0             | 58   | 15   | 2     | 8                | 0                | 0                | 30                | 16               | 0                 | 7                | 0               | 0                | 136   |
| 7:00 AM    | 0             | 12   | 4    | 1     | 1                | 0                | 0                | 20                | 0                | 0                 | 0                | 1               | 0                | 39    |
| 7:15 AM    | 1             | 9    | 3    | 2     | 1                | 3                | 0                | 14                | 3                | 0                 | 1                | 1               | 0                | 38    |
| 7:30 AM    | 0             | 10   | 5    | 0     | 2                | 1                | 0                | 17                | 5                | 0                 | 4                | 0               | 0                | 44    |
| 7:45 AM    | 0             | 16   | 3    | 0     | 4                | 0                | 0                | 12                | 4                | 0                 | 0                | 0               | 0                | 39    |
| Hour Total | 1             | 47   | 15   | 3     | 8                | 4                | 0                | 63                | 12               | 0                 | 5                | 2               | 0                | 160   |

|            |   |     |    |   |    |   |   |    |    |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|----|----|---|----|---|---|-----|
| 8:00 AM    | 0 | 13  | 2  | 0 | 4  | 0 | 0 | 16 | 5  | 0 | 3  | 0 | 0 | 43  |
| 8:15 AM    | 0 | 9   | 4  | 0 | 3  | 0 | 0 | 11 | 1  | 1 | 1  | 0 | 0 | 30  |
| 8:30 AM    | 0 | 8   | 4  | 0 | 3  | 1 | 0 | 15 | 7  | 2 | 2  | 0 | 0 | 42  |
| 8:45 AM    | 0 | 8   | 3  | 0 | 5  | 0 | 0 | 14 | 6  | 0 | 0  | 0 | 0 | 36  |
| Hour Total | 0 | 38  | 13 | 0 | 15 | 1 | 0 | 56 | 19 | 3 | 6  | 0 | 0 | 151 |
| 9:00 AM    | 0 | 17  | 2  | 1 | 3  | 0 | 0 | 15 | 6  | 0 | 0  | 0 | 0 | 44  |
| 9:15 AM    | 0 | 8   | 6  | 1 | 3  | 2 | 0 | 18 | 2  | 0 | 2  | 0 | 0 | 42  |
| 9:30 AM    | 0 | 11  | 4  | 1 | 3  | 1 | 0 | 18 | 5  | 0 | 3  | 0 | 0 | 46  |
| 9:45 AM    | 0 | 16  | 6  | 2 | 7  | 0 | 0 | 14 | 5  | 0 | 1  | 0 | 0 | 51  |
| Hour Total | 0 | 52  | 18 | 5 | 16 | 3 | 0 | 65 | 18 | 0 | 6  | 0 | 0 | 183 |
| 10:00 AM   | 0 | 18  | 9  | 2 | 3  | 2 | 0 | 18 | 3  | 0 | 5  | 0 | 0 | 60  |
| 10:15 AM   | 0 | 10  | 7  | 0 | 3  | 2 | 0 | 24 | 5  | 0 | 4  | 0 | 0 | 55  |
| 10:30 AM   | 0 | 8   | 6  | 0 | 4  | 1 | 0 | 13 | 3  | 0 | 0  | 0 | 0 | 35  |
| 10:45 AM   | 0 | 13  | 8  | 0 | 3  | 0 | 0 | 16 | 7  | 0 | 2  | 0 | 0 | 49  |
| Hour Total | 0 | 49  | 30 | 2 | 13 | 5 | 0 | 71 | 18 | 0 | 11 | 0 | 0 | 199 |
| 11:00 AM   | 0 | 20  | 9  | 1 | 6  | 2 | 0 | 16 | 6  | 0 | 4  | 0 | 0 | 64  |
| 11:15 AM   | 0 | 25  | 8  | 0 | 6  | 4 | 0 | 10 | 6  | 0 | 4  | 0 | 0 | 63  |
| 11:30 AM   | 0 | 19  | 7  | 2 | 4  | 2 | 0 | 10 | 6  | 0 | 0  | 0 | 0 | 50  |
| 11:45 AM   | 0 | 20  | 9  | 1 | 4  | 1 | 0 | 12 | 9  | 0 | 4  | 1 | 0 | 61  |
| Hour Total | 0 | 84  | 33 | 4 | 20 | 9 | 0 | 48 | 27 | 0 | 12 | 1 | 0 | 238 |
| 12:00 PM   | 0 | 33  | 6  | 1 | 12 | 2 | 0 | 12 | 6  | 0 | 3  | 0 | 0 | 75  |
| 12:15 PM   | 1 | 17  | 4  | 0 | 6  | 1 | 0 | 9  | 6  | 0 | 4  | 0 | 0 | 48  |
| 12:30 PM   | 0 | 14  | 12 | 1 | 7  | 3 | 0 | 8  | 2  | 0 | 2  | 0 | 0 | 49  |
| 12:45 PM   | 0 | 26  | 12 | 0 | 5  | 0 | 0 | 4  | 5  | 0 | 2  | 0 | 0 | 54  |
| Hour Total | 1 | 90  | 34 | 2 | 30 | 6 | 0 | 33 | 19 | 0 | 11 | 0 | 0 | 226 |
| 1:00 PM    | 0 | 27  | 15 | 0 | 9  | 3 | 0 | 11 | 5  | 0 | 5  | 0 | 0 | 75  |
| 1:15 PM    | 0 | 38  | 22 | 0 | 4  | 0 | 0 | 7  | 6  | 0 | 2  | 0 | 0 | 79  |
| 1:30 PM    | 0 | 67  | 16 | 0 | 6  | 1 | 0 | 12 | 8  | 0 | 3  | 0 | 0 | 113 |
| 1:45 PM    | 0 | 28  | 12 | 0 | 2  | 0 | 0 | 8  | 2  | 0 | 0  | 0 | 0 | 52  |
| Hour Total | 0 | 160 | 65 | 0 | 21 | 4 | 0 | 38 | 21 | 0 | 10 | 0 | 0 | 319 |
| 2:00 PM    | 0 | 34  | 7  | 1 | 9  | 0 | 0 | 8  | 1  | 0 | 3  | 0 | 0 | 63  |
| 2:15 PM    | 0 | 29  | 6  | 3 | 10 | 1 | 0 | 6  | 6  | 0 | 4  | 0 | 0 | 65  |
| 2:30 PM    | 0 | 94  | 32 | 1 | 12 | 2 | 0 | 9  | 4  | 0 | 2  | 1 | 0 | 157 |
| 2:45 PM    | 0 | 45  | 10 | 0 | 7  | 0 | 0 | 9  | 3  | 0 | 0  | 0 | 0 | 74  |
| Hour Total | 0 | 202 | 55 | 5 | 38 | 3 | 0 | 32 | 14 | 0 | 9  | 1 | 0 | 359 |
| 3:00 PM    | 0 | 31  | 10 | 1 | 8  | 0 | 0 | 5  | 4  | 0 | 3  | 0 | 0 | 62  |
| 3:15 PM    | 2 | 31  | 10 | 3 | 5  | 1 | 0 | 10 | 5  | 0 | 2  | 0 | 0 | 69  |
| 3:30 PM    | 0 | 24  | 6  | 1 | 4  | 0 | 0 | 2  | 4  | 0 | 1  | 0 | 0 | 42  |
| 3:45 PM    | 1 | 31  | 16 | 3 | 10 | 2 | 0 | 3  | 7  | 0 | 1  | 0 | 0 | 74  |
| Hour Total | 3 | 117 | 42 | 8 | 27 | 3 | 0 | 20 | 20 | 0 | 7  | 0 | 0 | 247 |

|            |      |       |       |      |      |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 38    | 16    | 1    | 7    | 2    | 0    | 3     | 6    | 0    | 3    | 0    | 0    | 76   |
| 4:15 PM    | 0    | 45    | 9     | 0    | 7    | 0    | 0    | 5     | 1    | 0    | 2    | 0    | 0    | 69   |
| 4:30 PM    | 0    | 76    | 23    | 0    | 12   | 0    | 0    | 10    | 2    | 0    | 0    | 0    | 0    | 123  |
| 4:45 PM    | 0    | 63    | 14    | 0    | 11   | 0    | 0    | 5     | 4    | 0    | 0    | 0    | 0    | 97   |
| Hour Total | 0    | 222   | 62    | 1    | 37   | 2    | 0    | 23    | 13   | 0    | 5    | 0    | 0    | 365  |
| 5:00 PM    | 0    | 107   | 16    | 0    | 12   | 2    | 0    | 11    | 5    | 0    | 1    | 0    | 0    | 154  |
| 5:15 PM    | 0    | 56    | 17    | 1    | 11   | 1    | 0    | 5     | 7    | 0    | 2    | 0    | 0    | 100  |
| 5:30 PM    | 0    | 43    | 9     | 0    | 5    | 0    | 0    | 7     | 2    | 0    | 0    | 0    | 0    | 66   |
| 5:45 PM    | 1    | 35    | 4     | 0    | 7    | 1    | 0    | 3     | 2    | 1    | 0    | 0    | 0    | 54   |
| Hour Total | 1    | 241   | 46    | 1    | 35   | 4    | 0    | 26    | 16   | 1    | 3    | 0    | 0    | 374  |
| 6:00 PM    | 0    | 31    | 3     | 1    | 5    | 1    | 0    | 6     | 3    | 1    | 1    | 0    | 0    | 52   |
| 6:15 PM    | 0    | 27    | 6     | 0    | 2    | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 42   |
| 6:30 PM    | 0    | 19    | 4     | 0    | 5    | 2    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 36   |
| 6:45 PM    | 1    | 17    | 9     | 0    | 2    | 1    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 34   |
| Hour Total | 1    | 94    | 22    | 1    | 14   | 4    | 0    | 20    | 6    | 1    | 1    | 0    | 0    | 164  |
| 7:00 PM    | 0    | 18    | 4     | 1    | 0    | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 27   |
| 7:15 PM    | 0    | 13    | 9     | 0    | 3    | 0    | 0    | 3     | 2    | 0    | 1    | 0    | 0    | 31   |
| 7:30 PM    | 0    | 8     | 4     | 0    | 2    | 1    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 18   |
| 7:45 PM    | 0    | 11    | 3     | 0    | 2    | 1    | 0    | 3     | 2    | 0    | 0    | 0    | 0    | 22   |
| Hour Total | 0    | 50    | 20    | 1    | 7    | 2    | 0    | 11    | 6    | 0    | 1    | 0    | 0    | 98   |
| 8:00 PM    | 0    | 12    | 4     | 0    | 1    | 0    | 0    | 4     | 1    | 0    | 1    | 0    | 0    | 23   |
| 8:15 PM    | 0    | 8     | 2     | 0    | 1    | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 16   |
| 8:30 PM    | 0    | 8     | 2     | 0    | 4    | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 18   |
| 8:45 PM    | 0    | 7     | 1     | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 10   |
| Hour Total | 0    | 35    | 9     | 0    | 6    | 0    | 0    | 14    | 2    | 0    | 1    | 0    | 0    | 67   |
| 9:00 PM    | 0    | 7     | 5     | 0    | 7    | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 26   |
| 9:15 PM    | 0    | 7     | 2     | 0    | 2    | 1    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 20   |
| 9:30 PM    | 0    | 14    | 0     | 0    | 1    | 1    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 20   |
| 9:45 PM    | 0    | 10    | 1     | 0    | 1    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 14   |
| Hour Total | 0    | 38    | 8     | 0    | 11   | 2    | 0    | 18    | 3    | 0    | 0    | 0    | 0    | 80   |
| 10:00 PM   | 0    | 15    | 7     | 0    | 3    | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 31   |
| 10:15 PM   | 0    | 42    | 9     | 0    | 1    | 0    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 54   |
| 10:30 PM   | 0    | 31    | 7     | 0    | 3    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 45   |
| 10:45 PM   | 0    | 16    | 0     | 0    | 2    | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 23   |
| Hour Total | 0    | 104   | 23    | 0    | 9    | 0    | 0    | 15    | 2    | 0    | 0    | 0    | 0    | 153  |
| 11:00 PM   | 0    | 10    | 5     | 0    | 1    | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 16   |
| 11:15 PM   | 0    | 13    | 2     | 0    | 3    | 0    | 0    | 1     | 1    | 0    | 0    | 0    | 0    | 20   |
| 11:30 PM   | 0    | 13    | 2     | 0    | 1    | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 20   |
| 11:45 PM   | 0    | 8     | 5     | 0    | 6    | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 22   |
| Hour Total | 0    | 44    | 14    | 0    | 11   | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 78   |
| Totals     | 7    | 1932  | 573   | 38   | 349  | 54   | 0    | 672   | 248  | 5    | 104  | 4    | 0    | 3986 |
| Percent    | 0.2% | 48.5% | 14.4% | 1.0% | 8.8% | 1.4% | 0.0% | 16.9% | 6.2% | 0.1% | 2.6% | 0.1% | 0.0% |      |

Class Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #:11-7199-001s

Date: 5/4/2011

WEDNESDAY

South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 3    | 2    | 0     | 0                | 0                | 0                | 3                 | 0                | 0                 | 0                | 0               | 0                | 8     |
| 12:15 AM   | 0             | 4    | 1    | 0     | 0                | 0                | 0                | 3                 | 1                | 0                 | 0                | 0               | 0                | 9     |
| 12:30 AM   | 0             | 5    | 0    | 0     | 1                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 11    |
| 12:45 AM   | 0             | 1    | 2    | 0     | 0                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 5     |
| Hour Total | 0             | 13   | 5    | 0     | 1                | 0                | 0                | 13                | 1                | 0                 | 0                | 0               | 0                | 33    |
| 1:00 AM    | 0             | 3    | 0    | 0     | 4                | 0                | 0                | 0                 | 0                | 0                 | 0                | 0               | 0                | 7     |
| 1:15 AM    | 0             | 8    | 1    | 0     | 0                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 13    |
| 1:30 AM    | 0             | 10   | 3    | 0     | 2                | 1                | 0                | 1                 | 0                | 0                 | 0                | 0               | 0                | 17    |
| 1:45 AM    | 0             | 11   | 3    | 0     | 1                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| Hour Total | 0             | 32   | 7    | 0     | 7                | 1                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 57    |
| 2:00 AM    | 0             | 5    | 3    | 2     | 2                | 0                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| 2:15 AM    | 0             | 14   | 2    | 0     | 5                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 26    |
| 2:30 AM    | 0             | 15   | 4    | 0     | 2                | 0                | 0                | 4                 | 0                | 0                 | 0                | 0               | 0                | 25    |
| 2:45 AM    | 0             | 20   | 3    | 0     | 2                | 0                | 0                | 5                 | 1                | 0                 | 0                | 0               | 0                | 31    |
| Hour Total | 0             | 54   | 12   | 2     | 11               | 0                | 0                | 22                | 1                | 0                 | 0                | 0               | 0                | 102   |
| 3:00 AM    | 0             | 7    | 5    | 0     | 2                | 0                | 0                | 11                | 0                | 0                 | 0                | 0               | 0                | 25    |
| 3:15 AM    | 0             | 14   | 0    | 0     | 4                | 0                | 0                | 2                 | 0                | 0                 | 0                | 0               | 0                | 20    |
| 3:30 AM    | 0             | 12   | 5    | 2     | 3                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 27    |
| 3:45 AM    | 0             | 17   | 2    | 0     | 4                | 0                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 32    |
| Hour Total | 0             | 50   | 12   | 2     | 13               | 0                | 0                | 26                | 1                | 0                 | 0                | 0               | 0                | 104   |
| 4:00 AM    | 0             | 11   | 1    | 0     | 1                | 1                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 24    |
| 4:15 AM    | 0             | 16   | 2    | 0     | 1                | 1                | 0                | 8                 | 0                | 0                 | 0                | 0               | 0                | 28    |
| 4:30 AM    | 0             | 34   | 12   | 0     | 7                | 1                | 0                | 7                 | 1                | 0                 | 0                | 0               | 0                | 62    |
| 4:45 AM    | 0             | 37   | 13   | 0     | 5                | 0                | 0                | 11                | 0                | 0                 | 1                | 0               | 0                | 67    |
| Hour Total | 0             | 98   | 28   | 0     | 14               | 3                | 0                | 36                | 1                | 0                 | 1                | 0               | 0                | 181   |
| 5:00 AM    | 0             | 26   | 9    | 0     | 8                | 2                | 0                | 12                | 1                | 0                 | 3                | 0               | 0                | 61    |
| 5:15 AM    | 0             | 23   | 12   | 1     | 6                | 0                | 0                | 11                | 2                | 0                 | 3                | 0               | 0                | 58    |
| 5:30 AM    | 0             | 46   | 16   | 0     | 5                | 1                | 0                | 18                | 1                | 0                 | 1                | 0               | 0                | 88    |
| 5:45 AM    | 0             | 44   | 13   | 0     | 18               | 0                | 0                | 17                | 1                | 0                 | 8                | 0               | 0                | 101   |
| Hour Total | 0             | 139  | 50   | 1     | 37               | 3                | 0                | 58                | 5                | 0                 | 15               | 0               | 0                | 308   |
| 6:00 AM    | 0             | 34   | 9    | 0     | 10               | 0                | 0                | 8                 | 2                | 0                 | 1                | 0               | 0                | 64    |
| 6:15 AM    | 0             | 36   | 16   | 1     | 17               | 0                | 0                | 22                | 1                | 0                 | 1                | 0               | 0                | 94    |
| 6:30 AM    | 0             | 75   | 28   | 0     | 18               | 0                | 0                | 12                | 4                | 0                 | 0                | 0               | 0                | 137   |
| 6:45 AM    | 1             | 90   | 22   | 1     | 13               | 0                | 0                | 17                | 2                | 0                 | 2                | 0               | 0                | 148   |
| Hour Total | 1             | 235  | 75   | 2     | 58               | 0                | 0                | 59                | 9                | 0                 | 4                | 0               | 0                | 443   |
| 7:00 AM    | 1             | 50   | 18   | 1     | 8                | 0                | 0                | 12                | 2                | 0                 | 2                | 0               | 0                | 94    |
| 7:15 AM    | 0             | 41   | 11   | 0     | 5                | 0                | 0                | 6                 | 0                | 0                 | 3                | 0               | 0                | 66    |
| 7:30 AM    | 1             | 60   | 8    | 0     | 6                | 0                | 0                | 11                | 2                | 0                 | 2                | 0               | 0                | 90    |
| 7:45 AM    | 0             | 65   | 21   | 2     | 14               | 0                | 0                | 9                 | 3                | 0                 | 1                | 0               | 0                | 115   |
| Hour Total | 2             | 216  | 58   | 3     | 33               | 0                | 0                | 38                | 7                | 0                 | 8                | 0               | 0                | 365   |

|            |   |     |    |   |    |   |   |    |    |   |    |   |   |     |
|------------|---|-----|----|---|----|---|---|----|----|---|----|---|---|-----|
| 8:00 AM    | 0 | 76  | 15 | 0 | 12 | 1 | 0 | 13 | 3  | 0 | 2  | 0 | 0 | 122 |
| 8:15 AM    | 0 | 40  | 16 | 0 | 11 | 0 | 0 | 19 | 3  | 1 | 0  | 0 | 0 | 90  |
| 8:30 AM    | 0 | 28  | 7  | 1 | 11 | 0 | 0 | 14 | 3  | 0 | 1  | 0 | 0 | 65  |
| 8:45 AM    | 0 | 28  | 10 | 2 | 7  | 2 | 0 | 12 | 4  | 0 | 4  | 0 | 0 | 69  |
| Hour Total | 0 | 172 | 48 | 3 | 41 | 3 | 0 | 58 | 13 | 1 | 7  | 0 | 0 | 346 |
| 9:00 AM    | 0 | 26  | 5  | 0 | 5  | 1 | 0 | 15 | 3  | 0 | 3  | 0 | 0 | 58  |
| 9:15 AM    | 0 | 18  | 4  | 1 | 7  | 0 | 0 | 10 | 2  | 0 | 2  | 0 | 0 | 44  |
| 9:30 AM    | 0 | 21  | 9  | 1 | 6  | 0 | 0 | 12 | 3  | 0 | 0  | 0 | 0 | 52  |
| 9:45 AM    | 0 | 21  | 7  | 3 | 9  | 1 | 0 | 17 | 2  | 0 | 3  | 1 | 0 | 64  |
| Hour Total | 0 | 86  | 25 | 5 | 27 | 2 | 0 | 54 | 10 | 0 | 8  | 1 | 0 | 218 |
| 10:00 AM   | 1 | 13  | 4  | 1 | 9  | 2 | 0 | 13 | 3  | 1 | 1  | 0 | 0 | 48  |
| 10:15 AM   | 0 | 13  | 9  | 1 | 19 | 3 | 0 | 15 | 6  | 1 | 5  | 1 | 0 | 73  |
| 10:30 AM   | 0 | 14  | 5  | 2 | 6  | 1 | 0 | 11 | 5  | 0 | 2  | 0 | 0 | 46  |
| 10:45 AM   | 0 | 10  | 5  | 0 | 2  | 1 | 0 | 14 | 3  | 0 | 6  | 0 | 0 | 41  |
| Hour Total | 1 | 50  | 23 | 4 | 36 | 7 | 0 | 53 | 17 | 2 | 14 | 1 | 0 | 208 |
| 11:00 AM   | 0 | 18  | 12 | 1 | 9  | 2 | 0 | 11 | 3  | 0 | 2  | 0 | 0 | 58  |
| 11:15 AM   | 0 | 16  | 10 | 1 | 6  | 1 | 0 | 13 | 3  | 0 | 2  | 0 | 0 | 52  |
| 11:30 AM   | 0 | 22  | 4  | 1 | 9  | 0 | 0 | 7  | 2  | 0 | 5  | 0 | 0 | 50  |
| 11:45 AM   | 1 | 16  | 5  | 1 | 10 | 0 | 0 | 9  | 3  | 0 | 1  | 0 | 0 | 46  |
| Hour Total | 1 | 72  | 31 | 4 | 34 | 3 | 0 | 40 | 11 | 0 | 10 | 0 | 0 | 206 |
| 12:00 PM   | 0 | 24  | 9  | 2 | 9  | 0 | 0 | 11 | 0  | 0 | 3  | 0 | 0 | 58  |
| 12:15 PM   | 0 | 24  | 7  | 1 | 7  | 0 | 0 | 12 | 4  | 0 | 3  | 0 | 0 | 58  |
| 12:30 PM   | 0 | 24  | 15 | 0 | 11 | 0 | 0 | 9  | 4  | 1 | 3  | 0 | 0 | 67  |
| 12:45 PM   | 0 | 28  | 11 | 0 | 4  | 0 | 0 | 8  | 2  | 0 | 1  | 1 | 0 | 55  |
| Hour Total | 0 | 100 | 42 | 3 | 31 | 0 | 0 | 40 | 10 | 1 | 10 | 1 | 0 | 238 |
| 1:00 PM    | 0 | 21  | 8  | 1 | 4  | 1 | 0 | 10 | 2  | 0 | 3  | 0 | 0 | 50  |
| 1:15 PM    | 0 | 31  | 21 | 1 | 5  | 0 | 0 | 10 | 1  | 0 | 2  | 0 | 0 | 71  |
| 1:30 PM    | 1 | 43  | 15 | 0 | 9  | 1 | 0 | 4  | 7  | 0 | 2  | 0 | 0 | 82  |
| 1:45 PM    | 0 | 26  | 11 | 0 | 7  | 1 | 0 | 5  | 9  | 0 | 2  | 0 | 0 | 61  |
| Hour Total | 1 | 121 | 55 | 2 | 25 | 3 | 0 | 29 | 19 | 0 | 9  | 0 | 0 | 264 |
| 2:00 PM    | 1 | 23  | 10 | 2 | 7  | 0 | 0 | 11 | 2  | 0 | 1  | 0 | 0 | 57  |
| 2:15 PM    | 0 | 20  | 4  | 0 | 5  | 0 | 0 | 6  | 4  | 0 | 3  | 0 | 0 | 42  |
| 2:30 PM    | 0 | 25  | 6  | 4 | 7  | 2 | 0 | 9  | 7  | 1 | 3  | 0 | 0 | 64  |
| 2:45 PM    | 0 | 25  | 10 | 0 | 5  | 0 | 0 | 12 | 1  | 0 | 2  | 0 | 0 | 55  |
| Hour Total | 1 | 93  | 30 | 6 | 24 | 2 | 0 | 38 | 14 | 1 | 9  | 0 | 0 | 218 |
| 3:00 PM    | 0 | 20  | 14 | 3 | 5  | 0 | 0 | 9  | 5  | 0 | 2  | 0 | 0 | 58  |
| 3:15 PM    | 0 | 25  | 3  | 0 | 6  | 1 | 0 | 5  | 3  | 0 | 4  | 0 | 0 | 47  |
| 3:30 PM    | 0 | 21  | 14 | 1 | 10 | 2 | 0 | 9  | 6  | 0 | 1  | 0 | 0 | 64  |
| 3:45 PM    | 0 | 17  | 10 | 0 | 4  | 1 | 0 | 9  | 3  | 0 | 0  | 0 | 0 | 44  |
| Hour Total | 0 | 83  | 41 | 4 | 25 | 4 | 0 | 32 | 17 | 0 | 7  | 0 | 0 | 213 |

|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 27    | 6     | 0    | 3     | 2    | 0    | 8     | 2    | 0    | 0    | 0    | 0    | 48   |
| 4:15 PM    | 0    | 40    | 11    | 2    | 9     | 1    | 0    | 15    | 3    | 0    | 1    | 0    | 0    | 82   |
| 4:30 PM    | 0    | 18    | 9     | 2    | 5     | 1    | 0    | 13    | 3    | 0    | 0    | 0    | 0    | 51   |
| 4:45 PM    | 0    | 22    | 12    | 0    | 3     | 0    | 0    | 7     | 2    | 0    | 2    | 0    | 0    | 48   |
| Hour Total | 0    | 107   | 38    | 4    | 20    | 4    | 0    | 43    | 10   | 0    | 3    | 0    | 0    | 229  |
| 5:00 PM    | 0    | 17    | 11    | 0    | 4     | 1    | 0    | 9     | 4    | 0    | 1    | 0    | 0    | 47   |
| 5:15 PM    | 0    | 24    | 8     | 0    | 4     | 0    | 0    | 9     | 1    | 1    | 0    | 0    | 0    | 47   |
| 5:30 PM    | 0    | 13    | 4     | 1    | 5     | 0    | 0    | 9     | 1    | 0    | 0    | 0    | 0    | 33   |
| 5:45 PM    | 0    | 15    | 1     | 1    | 6     | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 32   |
| Hour Total | 0    | 69    | 24    | 2    | 19    | 1    | 0    | 35    | 7    | 1    | 1    | 0    | 0    | 159  |
| 6:00 PM    | 0    | 17    | 5     | 0    | 4     | 1    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 32   |
| 6:15 PM    | 0    | 16    | 8     | 0    | 2     | 0    | 0    | 9     | 3    | 0    | 0    | 0    | 0    | 38   |
| 6:30 PM    | 0    | 14    | 8     | 2    | 3     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 30   |
| 6:45 PM    | 0    | 11    | 6     | 0    | 3     | 0    | 0    | 7     | 1    | 0    | 0    | 0    | 0    | 28   |
| Hour Total | 0    | 58    | 27    | 2    | 12    | 1    | 0    | 23    | 5    | 0    | 0    | 0    | 0    | 128  |
| 7:00 PM    | 0    | 8     | 4     | 0    | 3     | 0    | 0    | 3     | 3    | 0    | 0    | 0    | 0    | 21   |
| 7:15 PM    | 0    | 12    | 5     | 0    | 0     | 0    | 0    | 2     | 1    | 0    | 0    | 0    | 0    | 20   |
| 7:30 PM    | 0    | 7     | 2     | 0    | 1     | 1    | 0    | 2     | 0    | 0    | 0    | 0    | 0    | 13   |
| 7:45 PM    | 0    | 12    | 2     | 0    | 2     | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 23   |
| Hour Total | 0    | 39    | 13    | 0    | 6     | 1    | 0    | 14    | 4    | 0    | 0    | 0    | 0    | 77   |
| 8:00 PM    | 0    | 14    | 3     | 0    | 1     | 1    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 19   |
| 8:15 PM    | 0    | 12    | 7     | 0    | 0     | 0    | 0    | 8     | 0    | 0    | 0    | 0    | 0    | 27   |
| 8:30 PM    | 0    | 10    | 2     | 1    | 0     | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 18   |
| 8:45 PM    | 0    | 16    | 1     | 0    | 3     | 0    | 0    | 8     | 2    | 0    | 0    | 0    | 0    | 30   |
| Hour Total | 0    | 52    | 13    | 1    | 4     | 1    | 0    | 20    | 3    | 0    | 0    | 0    | 0    | 94   |
| 9:00 PM    | 0    | 17    | 3     | 0    | 3     | 0    | 0    | 3     | 1    | 0    | 0    | 0    | 0    | 27   |
| 9:15 PM    | 0    | 20    | 6     | 0    | 0     | 0    | 0    | 6     | 1    | 0    | 0    | 0    | 0    | 33   |
| 9:30 PM    | 0    | 8     | 3     | 0    | 2     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 14   |
| 9:45 PM    | 0    | 11    | 1     | 0    | 0     | 0    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 17   |
| Hour Total | 0    | 56    | 13    | 0    | 5     | 0    | 0    | 14    | 3    | 0    | 0    | 0    | 0    | 91   |
| 10:00 PM   | 0    | 8     | 7     | 0    | 1     | 0    | 0    | 9     | 2    | 0    | 0    | 0    | 0    | 27   |
| 10:15 PM   | 0    | 11    | 4     | 0    | 5     | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 25   |
| 10:30 PM   | 0    | 5     | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 0    | 0    | 0    | 0    | 6    |
| 10:45 PM   | 0    | 10    | 3     | 0    | 0     | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 17   |
| Hour Total | 0    | 34    | 14    | 0    | 6     | 0    | 0    | 19    | 2    | 0    | 0    | 0    | 0    | 75   |
| 11:00 PM   | 0    | 5     | 2     | 0    | 2     | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 16   |
| 11:15 PM   | 0    | 0     | 3     | 1    | 1     | 0    | 0    | 4     | 0    | 0    | 0    | 0    | 0    | 9    |
| 11:30 PM   | 0    | 2     | 1     | 0    | 1     | 0    | 0    | 12    | 0    | 0    | 0    | 0    | 0    | 16   |
| 11:45 PM   | 0    | 4     | 0     | 0    | 0     | 0    | 0    | 3     | 0    | 0    | 0    | 0    | 0    | 7    |
| Hour Total | 0    | 11    | 6     | 1    | 4     | 0    | 0    | 26    | 0    | 0    | 0    | 0    | 0    | 48   |
| Totals     | 7    | 2040  | 690   | 51   | 493   | 39   | 0    | 800   | 170  | 6    | 106  | 3    | 0    | 4405 |
| Percent    | 0.2% | 46.3% | 15.7% | 1.2% | 11.2% | 0.9% | 0.0% | 18.2% | 3.9% | 0.1% | 2.4% | 0.1% | 0.0% |      |



Class Report - Prepared by: NDS/ATD

South of I-205/Mountain House Parkway interchange and ramps

Tracy

Project #:11-7199-001s

Date: 5/4/2011

WEDNESDAY

North Bound, South Bound

| Begin Time | Cars & 2 Axle |      |      |       | 2 Axle<br>6 Tire | 3 Axle<br>Single | 4 Axle<br>Single | <5 Axle<br>Double | 5 Axle<br>Double | >5 Axle<br>Double | <6 Axle<br>Multi | 6 Axle<br>Multi | >6 Axle<br>Multi | Total |
|------------|---------------|------|------|-------|------------------|------------------|------------------|-------------------|------------------|-------------------|------------------|-----------------|------------------|-------|
|            | Bikes         | Tlrs | Long | Buses |                  |                  |                  |                   |                  |                   |                  |                 |                  |       |
| 12:00 AM   | 0             | 22   | 9    | 0     | 2                | 0                | 0                | 9                 | 2                | 0                 | 0                | 0               | 0                | 44    |
| 12:15 AM   | 0             | 17   | 3    | 0     | 2                | 0                | 0                | 5                 | 1                | 0                 | 0                | 0               | 0                | 28    |
| 12:30 AM   | 0             | 13   | 2    | 0     | 2                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 23    |
| 12:45 AM   | 0             | 12   | 3    | 0     | 1                | 0                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 26    |
| Hour Total | 0             | 64   | 17   | 0     | 7                | 0                | 0                | 30                | 3                | 0                 | 0                | 0               | 0                | 121   |
| 1:00 AM    | 0             | 14   | 4    | 0     | 5                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 28    |
| 1:15 AM    | 0             | 11   | 1    | 0     | 0                | 0                | 0                | 5                 | 0                | 0                 | 0                | 0               | 0                | 17    |
| 1:30 AM    | 0             | 17   | 4    | 1     | 2                | 1                | 0                | 2                 | 2                | 0                 | 0                | 0               | 0                | 29    |
| 1:45 AM    | 0             | 15   | 3    | 2     | 1                | 0                | 0                | 8                 | 1                | 0                 | 0                | 0               | 0                | 30    |
| Hour Total | 0             | 57   | 12   | 3     | 8                | 1                | 0                | 20                | 3                | 0                 | 0                | 0               | 0                | 104   |
| 2:00 AM    | 0             | 12   | 5    | 2     | 3                | 1                | 0                | 10                | 0                | 0                 | 0                | 0               | 0                | 33    |
| 2:15 AM    | 0             | 17   | 2    | 0     | 5                | 0                | 0                | 9                 | 1                | 0                 | 0                | 0               | 0                | 34    |
| 2:30 AM    | 0             | 28   | 7    | 0     | 4                | 0                | 0                | 6                 | 0                | 0                 | 0                | 0               | 0                | 45    |
| 2:45 AM    | 0             | 25   | 6    | 0     | 3                | 0                | 0                | 6                 | 1                | 0                 | 0                | 0               | 0                | 41    |
| Hour Total | 0             | 82   | 20   | 2     | 15               | 1                | 0                | 31                | 2                | 0                 | 0                | 0               | 0                | 153   |
| 3:00 AM    | 0             | 10   | 8    | 0     | 3                | 0                | 0                | 14                | 0                | 0                 | 0                | 0               | 0                | 35    |
| 3:15 AM    | 0             | 24   | 2    | 0     | 4                | 0                | 0                | 7                 | 2                | 0                 | 0                | 0               | 0                | 39    |
| 3:30 AM    | 0             | 38   | 8    | 2     | 6                | 0                | 0                | 7                 | 0                | 0                 | 0                | 0               | 0                | 61    |
| 3:45 AM    | 0             | 23   | 4    | 0     | 6                | 0                | 0                | 14                | 1                | 0                 | 0                | 0               | 0                | 48    |
| Hour Total | 0             | 95   | 22   | 2     | 19               | 0                | 0                | 42                | 3                | 0                 | 0                | 0               | 0                | 183   |
| 4:00 AM    | 0             | 18   | 2    | 0     | 1                | 1                | 0                | 12                | 1                | 0                 | 1                | 0               | 0                | 36    |
| 4:15 AM    | 0             | 22   | 3    | 0     | 2                | 1                | 0                | 14                | 2                | 0                 | 0                | 0               | 0                | 44    |
| 4:30 AM    | 0             | 41   | 14   | 0     | 8                | 1                | 0                | 11                | 1                | 0                 | 0                | 0               | 0                | 76    |
| 4:45 AM    | 0             | 41   | 15   | 0     | 6                | 0                | 0                | 16                | 2                | 0                 | 1                | 0               | 0                | 81    |
| Hour Total | 0             | 122  | 34   | 0     | 17               | 3                | 0                | 53                | 6                | 0                 | 2                | 0               | 0                | 237   |
| 5:00 AM    | 0             | 32   | 10   | 0     | 8                | 3                | 0                | 16                | 2                | 0                 | 3                | 0               | 0                | 74    |
| 5:15 AM    | 0             | 30   | 12   | 1     | 8                | 0                | 0                | 14                | 3                | 0                 | 3                | 0               | 0                | 71    |
| 5:30 AM    | 0             | 58   | 18   | 0     | 6                | 1                | 0                | 19                | 1                | 0                 | 3                | 0               | 0                | 106   |
| 5:45 AM    | 0             | 53   | 18   | 0     | 18               | 0                | 0                | 21                | 1                | 0                 | 14               | 0               | 0                | 125   |
| Hour Total | 0             | 173  | 58   | 1     | 40               | 4                | 0                | 70                | 7                | 0                 | 23               | 0               | 0                | 376   |
| 6:00 AM    | 0             | 43   | 14   | 0     | 13               | 0                | 0                | 14                | 4                | 0                 | 3                | 0               | 0                | 91    |
| 6:15 AM    | 0             | 62   | 17   | 2     | 18               | 0                | 0                | 28                | 6                | 0                 | 2                | 0               | 0                | 135   |
| 6:30 AM    | 0             | 88   | 35   | 0     | 21               | 0                | 0                | 24                | 8                | 0                 | 1                | 0               | 0                | 177   |
| 6:45 AM    | 1             | 100  | 24   | 2     | 14               | 0                | 0                | 23                | 7                | 0                 | 5                | 0               | 0                | 176   |
| Hour Total | 1             | 293  | 90   | 4     | 66               | 0                | 0                | 89                | 25               | 0                 | 11               | 0               | 0                | 579   |
| 7:00 AM    | 1             | 62   | 22   | 2     | 9                | 0                | 0                | 32                | 2                | 0                 | 2                | 1               | 0                | 133   |
| 7:15 AM    | 1             | 50   | 14   | 2     | 6                | 3                | 0                | 20                | 3                | 0                 | 4                | 1               | 0                | 104   |
| 7:30 AM    | 1             | 70   | 13   | 0     | 8                | 1                | 0                | 28                | 7                | 0                 | 6                | 0               | 0                | 134   |
| 7:45 AM    | 0             | 81   | 24   | 2     | 18               | 0                | 0                | 21                | 7                | 0                 | 1                | 0               | 0                | 154   |
| Hour Total | 3             | 263  | 73   | 6     | 41               | 4                | 0                | 101               | 19               | 0                 | 13               | 2               | 0                | 525   |

|            |   |     |     |    |    |    |   |     |    |   |    |   |   |     |
|------------|---|-----|-----|----|----|----|---|-----|----|---|----|---|---|-----|
| 8:00 AM    | 0 | 89  | 17  | 0  | 16 | 1  | 0 | 29  | 8  | 0 | 5  | 0 | 0 | 165 |
| 8:15 AM    | 0 | 49  | 20  | 0  | 14 | 0  | 0 | 30  | 4  | 2 | 1  | 0 | 0 | 120 |
| 8:30 AM    | 0 | 36  | 11  | 1  | 14 | 1  | 0 | 29  | 10 | 2 | 3  | 0 | 0 | 107 |
| 8:45 AM    | 0 | 36  | 13  | 2  | 12 | 2  | 0 | 26  | 10 | 0 | 4  | 0 | 0 | 105 |
| Hour Total | 0 | 210 | 61  | 3  | 56 | 4  | 0 | 114 | 32 | 4 | 13 | 0 | 0 | 497 |
| 9:00 AM    | 0 | 43  | 7   | 1  | 8  | 1  | 0 | 30  | 9  | 0 | 3  | 0 | 0 | 102 |
| 9:15 AM    | 0 | 26  | 10  | 2  | 10 | 2  | 0 | 28  | 4  | 0 | 4  | 0 | 0 | 86  |
| 9:30 AM    | 0 | 32  | 13  | 2  | 9  | 1  | 0 | 30  | 8  | 0 | 3  | 0 | 0 | 98  |
| 9:45 AM    | 0 | 37  | 13  | 5  | 16 | 1  | 0 | 31  | 7  | 0 | 4  | 1 | 0 | 115 |
| Hour Total | 0 | 138 | 43  | 10 | 43 | 5  | 0 | 119 | 28 | 0 | 14 | 1 | 0 | 401 |
| 10:00 AM   | 1 | 31  | 13  | 3  | 12 | 4  | 0 | 31  | 6  | 1 | 6  | 0 | 0 | 108 |
| 10:15 AM   | 0 | 23  | 16  | 1  | 22 | 5  | 0 | 39  | 11 | 1 | 9  | 1 | 0 | 128 |
| 10:30 AM   | 0 | 22  | 11  | 2  | 10 | 2  | 0 | 24  | 8  | 0 | 2  | 0 | 0 | 81  |
| 10:45 AM   | 0 | 23  | 13  | 0  | 5  | 1  | 0 | 30  | 10 | 0 | 8  | 0 | 0 | 90  |
| Hour Total | 1 | 99  | 53  | 6  | 49 | 12 | 0 | 124 | 35 | 2 | 25 | 1 | 0 | 407 |
| 11:00 AM   | 0 | 38  | 21  | 2  | 15 | 4  | 0 | 27  | 9  | 0 | 6  | 0 | 0 | 122 |
| 11:15 AM   | 0 | 41  | 18  | 1  | 12 | 5  | 0 | 23  | 9  | 0 | 6  | 0 | 0 | 115 |
| 11:30 AM   | 0 | 41  | 11  | 3  | 13 | 2  | 0 | 17  | 8  | 0 | 5  | 0 | 0 | 100 |
| 11:45 AM   | 1 | 36  | 14  | 2  | 14 | 1  | 0 | 21  | 12 | 0 | 5  | 1 | 0 | 107 |
| Hour Total | 1 | 156 | 64  | 8  | 54 | 12 | 0 | 88  | 38 | 0 | 22 | 1 | 0 | 444 |
| 12:00 PM   | 0 | 57  | 15  | 3  | 21 | 2  | 0 | 23  | 6  | 0 | 6  | 0 | 0 | 133 |
| 12:15 PM   | 1 | 41  | 11  | 1  | 13 | 1  | 0 | 21  | 10 | 0 | 7  | 0 | 0 | 106 |
| 12:30 PM   | 0 | 38  | 27  | 1  | 18 | 3  | 0 | 17  | 6  | 1 | 5  | 0 | 0 | 116 |
| 12:45 PM   | 0 | 54  | 23  | 0  | 9  | 0  | 0 | 12  | 7  | 0 | 3  | 1 | 0 | 109 |
| Hour Total | 1 | 190 | 76  | 5  | 61 | 6  | 0 | 73  | 29 | 1 | 21 | 1 | 0 | 464 |
| 1:00 PM    | 0 | 48  | 23  | 1  | 13 | 4  | 0 | 21  | 7  | 0 | 8  | 0 | 0 | 125 |
| 1:15 PM    | 0 | 69  | 43  | 1  | 9  | 0  | 0 | 17  | 7  | 0 | 4  | 0 | 0 | 150 |
| 1:30 PM    | 1 | 110 | 31  | 0  | 15 | 2  | 0 | 16  | 15 | 0 | 5  | 0 | 0 | 195 |
| 1:45 PM    | 0 | 54  | 23  | 0  | 9  | 1  | 0 | 13  | 11 | 0 | 2  | 0 | 0 | 113 |
| Hour Total | 1 | 281 | 120 | 2  | 46 | 7  | 0 | 67  | 40 | 0 | 19 | 0 | 0 | 583 |
| 2:00 PM    | 1 | 57  | 17  | 3  | 16 | 0  | 0 | 19  | 3  | 0 | 4  | 0 | 0 | 120 |
| 2:15 PM    | 0 | 49  | 10  | 3  | 15 | 1  | 0 | 12  | 10 | 0 | 7  | 0 | 0 | 107 |
| 2:30 PM    | 0 | 119 | 38  | 5  | 19 | 4  | 0 | 18  | 11 | 1 | 5  | 1 | 0 | 221 |
| 2:45 PM    | 0 | 70  | 20  | 0  | 12 | 0  | 0 | 21  | 4  | 0 | 2  | 0 | 0 | 129 |
| Hour Total | 1 | 295 | 85  | 11 | 62 | 5  | 0 | 70  | 28 | 1 | 18 | 1 | 0 | 577 |
| 3:00 PM    | 0 | 51  | 24  | 4  | 13 | 0  | 0 | 14  | 9  | 0 | 5  | 0 | 0 | 120 |
| 3:15 PM    | 2 | 56  | 13  | 3  | 11 | 2  | 0 | 15  | 8  | 0 | 6  | 0 | 0 | 116 |
| 3:30 PM    | 0 | 45  | 20  | 2  | 14 | 2  | 0 | 11  | 10 | 0 | 2  | 0 | 0 | 106 |
| 3:45 PM    | 1 | 48  | 26  | 3  | 14 | 3  | 0 | 12  | 10 | 0 | 1  | 0 | 0 | 118 |
| Hour Total | 3 | 200 | 83  | 12 | 52 | 7  | 0 | 52  | 37 | 0 | 14 | 0 | 0 | 460 |

|            |      |       |       |      |       |      |      |       |      |      |      |      |      |      |
|------------|------|-------|-------|------|-------|------|------|-------|------|------|------|------|------|------|
| 4:00 PM    | 0    | 65    | 22    | 1    | 10    | 4    | 0    | 11    | 8    | 0    | 3    | 0    | 0    | 124  |
| 4:15 PM    | 0    | 85    | 20    | 2    | 16    | 1    | 0    | 20    | 4    | 0    | 3    | 0    | 0    | 151  |
| 4:30 PM    | 0    | 94    | 32    | 2    | 17    | 1    | 0    | 23    | 5    | 0    | 0    | 0    | 0    | 174  |
| 4:45 PM    | 0    | 85    | 26    | 0    | 14    | 0    | 0    | 12    | 6    | 0    | 2    | 0    | 0    | 145  |
| Hour Total | 0    | 329   | 100   | 5    | 57    | 6    | 0    | 66    | 23   | 0    | 8    | 0    | 0    | 594  |
| 5:00 PM    | 0    | 124   | 27    | 0    | 16    | 3    | 0    | 20    | 9    | 0    | 2    | 0    | 0    | 201  |
| 5:15 PM    | 0    | 80    | 25    | 1    | 15    | 1    | 0    | 14    | 8    | 1    | 2    | 0    | 0    | 147  |
| 5:30 PM    | 0    | 56    | 13    | 1    | 10    | 0    | 0    | 16    | 3    | 0    | 0    | 0    | 0    | 99   |
| 5:45 PM    | 1    | 50    | 5     | 1    | 13    | 1    | 0    | 11    | 3    | 1    | 0    | 0    | 0    | 86   |
| Hour Total | 1    | 310   | 70    | 3    | 54    | 5    | 0    | 61    | 23   | 2    | 4    | 0    | 0    | 533  |
| 6:00 PM    | 0    | 48    | 8     | 1    | 9     | 2    | 0    | 10    | 4    | 1    | 1    | 0    | 0    | 84   |
| 6:15 PM    | 0    | 43    | 14    | 0    | 4     | 0    | 0    | 15    | 4    | 0    | 0    | 0    | 0    | 80   |
| 6:30 PM    | 0    | 33    | 12    | 2    | 8     | 2    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 66   |
| 6:45 PM    | 1    | 28    | 15    | 0    | 5     | 1    | 0    | 10    | 2    | 0    | 0    | 0    | 0    | 62   |
| Hour Total | 1    | 152   | 49    | 3    | 26    | 5    | 0    | 43    | 11   | 1    | 1    | 0    | 0    | 292  |
| 7:00 PM    | 0    | 26    | 8     | 1    | 3     | 0    | 0    | 6     | 4    | 0    | 0    | 0    | 0    | 48   |
| 7:15 PM    | 0    | 25    | 14    | 0    | 3     | 0    | 0    | 5     | 3    | 0    | 1    | 0    | 0    | 51   |
| 7:30 PM    | 0    | 15    | 6     | 0    | 3     | 2    | 0    | 4     | 1    | 0    | 0    | 0    | 0    | 31   |
| 7:45 PM    | 0    | 23    | 5     | 0    | 4     | 1    | 0    | 10    | 2    | 0    | 0    | 0    | 0    | 45   |
| Hour Total | 0    | 89    | 33    | 1    | 13    | 3    | 0    | 25    | 10   | 0    | 1    | 0    | 0    | 175  |
| 8:00 PM    | 0    | 26    | 7     | 0    | 2     | 1    | 0    | 4     | 1    | 0    | 1    | 0    | 0    | 42   |
| 8:15 PM    | 0    | 20    | 9     | 0    | 1     | 0    | 0    | 13    | 0    | 0    | 0    | 0    | 0    | 43   |
| 8:30 PM    | 0    | 18    | 4     | 1    | 4     | 0    | 0    | 7     | 2    | 0    | 0    | 0    | 0    | 36   |
| 8:45 PM    | 0    | 23    | 2     | 0    | 3     | 0    | 0    | 10    | 2    | 0    | 0    | 0    | 0    | 40   |
| Hour Total | 0    | 87    | 22    | 1    | 10    | 1    | 0    | 34    | 5    | 0    | 1    | 0    | 0    | 161  |
| 9:00 PM    | 0    | 24    | 8     | 0    | 10    | 0    | 0    | 9     | 2    | 0    | 0    | 0    | 0    | 53   |
| 9:15 PM    | 0    | 27    | 8     | 0    | 2     | 1    | 0    | 13    | 2    | 0    | 0    | 0    | 0    | 53   |
| 9:30 PM    | 0    | 22    | 3     | 0    | 3     | 1    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 34   |
| 9:45 PM    | 0    | 21    | 2     | 0    | 1     | 0    | 0    | 5     | 2    | 0    | 0    | 0    | 0    | 31   |
| Hour Total | 0    | 94    | 21    | 0    | 16    | 2    | 0    | 32    | 6    | 0    | 0    | 0    | 0    | 171  |
| 10:00 PM   | 0    | 23    | 14    | 0    | 4     | 0    | 0    | 14    | 3    | 0    | 0    | 0    | 0    | 58   |
| 10:15 PM   | 0    | 53    | 13    | 0    | 6     | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 79   |
| 10:30 PM   | 0    | 36    | 7     | 0    | 3     | 0    | 0    | 5     | 0    | 0    | 0    | 0    | 0    | 51   |
| 10:45 PM   | 0    | 26    | 3     | 0    | 2     | 0    | 0    | 8     | 1    | 0    | 0    | 0    | 0    | 40   |
| Hour Total | 0    | 138   | 37    | 0    | 15    | 0    | 0    | 34    | 4    | 0    | 0    | 0    | 0    | 228  |
| 11:00 PM   | 0    | 15    | 7     | 0    | 3     | 0    | 0    | 7     | 0    | 0    | 0    | 0    | 0    | 32   |
| 11:15 PM   | 0    | 13    | 5     | 1    | 4     | 0    | 0    | 5     | 1    | 0    | 0    | 0    | 0    | 29   |
| 11:30 PM   | 0    | 15    | 3     | 0    | 2     | 0    | 0    | 16    | 0    | 0    | 0    | 0    | 0    | 36   |
| 11:45 PM   | 0    | 12    | 5     | 0    | 6     | 0    | 0    | 6     | 0    | 0    | 0    | 0    | 0    | 29   |
| Hour Total | 0    | 55    | 20    | 1    | 15    | 0    | 0    | 34    | 1    | 0    | 0    | 0    | 0    | 126  |
| Totals     | 14   | 3972  | 1263  | 89   | 842   | 93   | 0    | 1472  | 418  | 11   | 210  | 7    | 0    | 8391 |
| Percent    | 0.2% | 47.3% | 15.1% | 1.1% | 10.0% | 1.1% | 0.0% | 17.5% | 5.0% | 0.1% | 2.5% | 0.1% | 0.0% |      |

5/4/2011

City: Tracy

Project #: 11-7199-001s

Location: South of I-205/Mountain House Parkway interchange and ramps

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 8          | 58        |             |           | 36         | 75        |             |           |                 |           |
| 12:15          | 9          | 58        |             |           | 19         | 48        |             |           |                 |           |
| 12:30          | 11         | 67        |             |           | 12         | 49        |             |           |                 |           |
| 12:45          | 5          | 55        | 33          | 238       | 21         | 54        | 88          | 226       | 121             | 464       |
| 1:00           | 7          | 50        |             |           | 21         | 75        |             |           |                 |           |
| 1:15           | 13         | 71        |             |           | 4          | 79        |             |           |                 |           |
| 1:30           | 17         | 82        |             |           | 12         | 113       |             |           |                 |           |
| 1:45           | 20         | 61        | 57          | 264       | 10         | 52        | 47          | 319       | 104             | 583       |
| 2:00           | 20         | 57        |             |           | 13         | 63        |             |           |                 |           |
| 2:15           | 26         | 42        |             |           | 8          | 65        |             |           |                 |           |
| 2:30           | 25         | 64        |             |           | 20         | 157       |             |           |                 |           |
| 2:45           | 31         | 55        | 102         | 218       | 10         | 74        | 51          | 359       | 153             | 577       |
| 3:00           | 25         | 58        |             |           | 10         | 62        |             |           |                 |           |
| 3:15           | 20         | 47        |             |           | 19         | 69        |             |           |                 |           |
| 3:30           | 27         | 64        |             |           | 34         | 42        |             |           |                 |           |
| 3:45           | 32         | 44        | 104         | 213       | 16         | 74        | 79          | 247       | 183             | 460       |
| 4:00           | 24         | 48        |             |           | 12         | 76        |             |           |                 |           |
| 4:15           | 28         | 82        |             |           | 16         | 69        |             |           |                 |           |
| 4:30           | 62         | 51        |             |           | 14         | 123       |             |           |                 |           |
| 4:45           | 67         | 48        | 181         | 229       | 14         | 97        | 56          | 365       | 237             | 594       |
| 5:00           | 61         | 47        |             |           | 13         | 154       |             |           |                 |           |
| 5:15           | 58         | 47        |             |           | 13         | 100       |             |           |                 |           |
| 5:30           | 88         | 33        |             |           | 18         | 66        |             |           |                 |           |
| 5:45           | 101        | 32        | 308         | 159       | 24         | 54        | 68          | 374       | 376             | 533       |
| 6:00           | 64         | 32        |             |           | 27         | 52        |             |           |                 |           |
| 6:15           | 94         | 38        |             |           | 41         | 42        |             |           |                 |           |
| 6:30           | 137        | 30        |             |           | 40         | 36        |             |           |                 |           |
| 6:45           | 148        | 28        | 443         | 128       | 28         | 34        | 136         | 164       | 579             | 292       |
| 7:00           | 94         | 21        |             |           | 39         | 27        |             |           |                 |           |
| 7:15           | 66         | 20        |             |           | 38         | 31        |             |           |                 |           |
| 7:30           | 90         | 13        |             |           | 44         | 18        |             |           |                 |           |
| 7:45           | 115        | 23        | 365         | 77        | 39         | 22        | 160         | 98        | 525             | 175       |
| 8:00           | 122        | 19        |             |           | 43         | 23        |             |           |                 |           |
| 8:15           | 90         | 27        |             |           | 30         | 16        |             |           |                 |           |
| 8:30           | 65         | 18        |             |           | 42         | 18        |             |           |                 |           |
| 8:45           | 69         | 30        | 346         | 94        | 36         | 10        | 151         | 67        | 497             | 161       |
| 9:00           | 58         | 27        |             |           | 44         | 26        |             |           |                 |           |
| 9:15           | 44         | 33        |             |           | 42         | 20        |             |           |                 |           |
| 9:30           | 52         | 14        |             |           | 46         | 20        |             |           |                 |           |
| 9:45           | 64         | 17        | 218         | 91        | 51         | 14        | 183         | 80        | 401             | 171       |
| 10:00          | 48         | 27        |             |           | 60         | 31        |             |           |                 |           |
| 10:15          | 73         | 25        |             |           | 55         | 54        |             |           |                 |           |
| 10:30          | 46         | 6         |             |           | 35         | 45        |             |           |                 |           |
| 10:45          | 41         | 17        | 208         | 75        | 49         | 23        | 199         | 153       | 407             | 228       |
| 11:00          | 58         | 16        |             |           | 64         | 16        |             |           |                 |           |
| 11:15          | 52         | 9         |             |           | 63         | 20        |             |           |                 |           |
| 11:30          | 50         | 16        |             |           | 50         | 20        |             |           |                 |           |
| 11:45          | 46         | 7         | 206         | 48        | 61         | 22        | 238         | 78        | 444             | 126       |
| Total          | 2571       | 1834      | 2571        | 1834      | 1456       | 2530      | 1456        | 2530      | 4027            | 4364      |
| Combined Total | 4405       |           | 4405        |           | 3986       |           | 3986        |           | 8391            |           |
| AM Peak        | 6:15 AM    |           |             |           | 11:15 AM   |           |             |           |                 |           |
| Vol.           | 473        |           |             |           | 249        |           |             |           |                 |           |
| P.H.F.         | 0.799      |           |             |           | 0.830      |           |             |           |                 |           |
| PM Peak        |            |           | 1:15 PM     |           |            |           | 4:30 PM     |           |                 |           |
| Vol.           |            |           | 271         |           |            |           | 474         |           |                 |           |
| P.H.F.         |            |           | 0.826       |           |            |           | 0.769       |           |                 |           |
| Percentage     | 58.4%      | 41.6%     |             |           | 36.5%      | 63.5%     |             |           |                 |           |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)  
 Tracy

Project #: 11-7199-002n

Date: 5/5/2011

THURSDAY

North Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 4     | 3     | 1     | 2     | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 13    |
| 12:15 AM   | 0    | 1     | 0     | 4     | 3     | 4     | 1     | 1     | 1     | 0     | 0     | 0     | 0       | 15    |
| 12:30 AM   | 0    | 0     | 2     | 1     | 2     | 3     | 4     | 2     | 0     | 0     | 0     | 0     | 0       | 14    |
| 12:45 AM   | 0    | 0     | 0     | 3     | 4     | 6     | 1     | 2     | 0     | 0     | 0     | 0     | 0       | 16    |
| Hour Total | 0    | 1     | 6     | 11    | 10    | 15    | 8     | 6     | 1     | 0     | 0     | 0     | 0       | 58    |
| 1:00 AM    | 0    | 1     | 0     | 1     | 3     | 5     | 1     | 2     | 0     | 0     | 0     | 0     | 0       | 13    |
| 1:15 AM    | 0    | 0     | 3     | 8     | 2     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 18    |
| 1:30 AM    | 0    | 0     | 1     | 1     | 3     | 2     | 1     | 1     | 1     | 0     | 0     | 0     | 0       | 10    |
| 1:45 AM    | 0    | 0     | 2     | 1     | 2     | 4     | 3     | 3     | 1     | 0     | 0     | 0     | 0       | 16    |
| Hour Total | 0    | 1     | 6     | 11    | 10    | 14    | 7     | 6     | 2     | 0     | 0     | 0     | 0       | 57    |
| 2:00 AM    | 0    | 0     | 1     | 3     | 1     | 4     | 5     | 1     | 0     | 0     | 0     | 0     | 0       | 15    |
| 2:15 AM    | 0    | 1     | 0     | 0     | 8     | 6     | 2     | 1     | 1     | 0     | 0     | 0     | 0       | 19    |
| 2:30 AM    | 0    | 0     | 1     | 0     | 2     | 8     | 6     | 3     | 0     | 0     | 0     | 0     | 0       | 20    |
| 2:45 AM    | 1    | 0     | 0     | 2     | 3     | 7     | 7     | 4     | 0     | 0     | 0     | 0     | 0       | 24    |
| Hour Total | 1    | 1     | 2     | 5     | 14    | 25    | 20    | 9     | 1     | 0     | 0     | 0     | 0       | 78    |
| 3:00 AM    | 0    | 0     | 2     | 2     | 3     | 0     | 3     | 0     | 0     | 1     | 0     | 0     | 0       | 11    |
| 3:15 AM    | 0    | 0     | 1     | 5     | 3     | 6     | 4     | 1     | 2     | 0     | 0     | 0     | 0       | 22    |
| 3:30 AM    | 0    | 1     | 0     | 1     | 4     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 10    |
| 3:45 AM    | 0    | 0     | 4     | 1     | 5     | 4     | 4     | 1     | 1     | 1     | 0     | 0     | 0       | 21    |
| Hour Total | 0    | 1     | 7     | 9     | 15    | 12    | 13    | 2     | 3     | 2     | 0     | 0     | 0       | 64    |
| 4:00 AM    | 1    | 2     | 2     | 2     | 4     | 3     | 7     | 0     | 1     | 0     | 0     | 0     | 0       | 22    |
| 4:15 AM    | 0    | 1     | 1     | 3     | 6     | 5     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 19    |
| 4:30 AM    | 0    | 1     | 0     | 0     | 4     | 8     | 3     | 3     | 1     | 0     | 0     | 0     | 0       | 20    |
| 4:45 AM    | 0    | 0     | 3     | 6     | 7     | 7     | 10    | 2     | 0     | 0     | 0     | 0     | 0       | 35    |
| Hour Total | 1    | 4     | 6     | 11    | 21    | 23    | 23    | 5     | 2     | 0     | 0     | 0     | 0       | 96    |
| 5:00 AM    | 0    | 0     | 1     | 5     | 4     | 10    | 5     | 3     | 0     | 0     | 0     | 0     | 0       | 28    |
| 5:15 AM    | 1    | 0     | 0     | 3     | 9     | 15    | 7     | 5     | 2     | 0     | 0     | 0     | 0       | 42    |
| 5:30 AM    | 0    | 1     | 4     | 8     | 14    | 13    | 16    | 4     | 1     | 0     | 0     | 0     | 0       | 61    |
| 5:45 AM    | 1    | 5     | 2     | 11    | 4     | 18    | 9     | 7     | 1     | 0     | 1     | 0     | 0       | 59    |
| Hour Total | 2    | 6     | 7     | 27    | 31    | 56    | 37    | 19    | 4     | 0     | 1     | 0     | 0       | 190   |
| 6:00 AM    | 0    | 2     | 5     | 7     | 6     | 8     | 6     | 3     | 1     | 0     | 0     | 0     | 0       | 38    |
| 6:15 AM    | 1    | 1     | 5     | 4     | 9     | 5     | 7     | 0     | 2     | 0     | 0     | 0     | 0       | 34    |
| 6:30 AM    | 0    | 0     | 4     | 5     | 7     | 5     | 6     | 2     | 1     | 0     | 0     | 0     | 0       | 30    |
| 6:45 AM    | 0    | 2     | 4     | 6     | 13    | 4     | 6     | 4     | 1     | 0     | 0     | 0     | 0       | 40    |
| Hour Total | 1    | 5     | 18    | 22    | 35    | 22    | 25    | 9     | 5     | 0     | 0     | 0     | 0       | 142   |
| 7:00 AM    | 0    | 1     | 0     | 12    | 9     | 10    | 6     | 2     | 0     | 0     | 0     | 0     | 0       | 40    |
| 7:15 AM    | 1    | 0     | 2     | 4     | 8     | 7     | 7     | 4     | 1     | 0     | 0     | 0     | 0       | 34    |
| 7:30 AM    | 1    | 0     | 0     | 3     | 4     | 9     | 5     | 0     | 3     | 0     | 0     | 0     | 0       | 25    |
| 7:45 AM    | 0    | 1     | 3     | 3     | 6     | 6     | 7     | 6     | 2     | 1     | 0     | 0     | 0       | 35    |
| Hour Total | 2    | 2     | 5     | 22    | 27    | 32    | 25    | 12    | 6     | 1     | 0     | 0     | 0       | 134   |

|            |   |   |   |    |    |    |    |    |    |   |   |   |   |     |
|------------|---|---|---|----|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 0 | 1 | 4  | 7  | 12 | 3  | 4  | 1  | 0 | 0 | 0 | 0 | 32  |
| 8:15 AM    | 0 | 2 | 0 | 5  | 9  | 7  | 4  | 5  | 3  | 0 | 0 | 0 | 0 | 35  |
| 8:30 AM    | 0 | 0 | 0 | 6  | 11 | 4  | 6  | 2  | 0  | 0 | 0 | 0 | 0 | 29  |
| 8:45 AM    | 0 | 1 | 1 | 5  | 10 | 10 | 5  | 2  | 0  | 0 | 0 | 0 | 0 | 34  |
| Hour Total | 0 | 3 | 2 | 20 | 37 | 33 | 18 | 13 | 4  | 0 | 0 | 0 | 0 | 130 |
| 9:00 AM    | 0 | 0 | 2 | 4  | 11 | 7  | 5  | 2  | 0  | 0 | 0 | 0 | 0 | 31  |
| 9:15 AM    | 0 | 1 | 1 | 13 | 7  | 2  | 2  | 0  | 2  | 0 | 0 | 0 | 0 | 28  |
| 9:30 AM    | 0 | 0 | 2 | 5  | 6  | 4  | 9  | 0  | 0  | 0 | 0 | 0 | 0 | 26  |
| 9:45 AM    | 0 | 0 | 2 | 2  | 4  | 8  | 6  | 1  | 2  | 1 | 0 | 0 | 0 | 26  |
| Hour Total | 0 | 1 | 7 | 24 | 28 | 21 | 22 | 3  | 4  | 1 | 0 | 0 | 0 | 111 |
| 10:00 AM   | 0 | 1 | 1 | 8  | 4  | 10 | 4  | 2  | 1  | 0 | 0 | 0 | 0 | 31  |
| 10:15 AM   | 0 | 0 | 1 | 3  | 6  | 7  | 3  | 4  | 0  | 1 | 0 | 0 | 0 | 25  |
| 10:30 AM   | 0 | 0 | 0 | 3  | 11 | 10 | 8  | 1  | 2  | 0 | 1 | 0 | 0 | 36  |
| 10:45 AM   | 0 | 0 | 3 | 4  | 10 | 8  | 5  | 0  | 2  | 0 | 0 | 0 | 0 | 32  |
| Hour Total | 0 | 1 | 5 | 18 | 31 | 35 | 20 | 7  | 5  | 1 | 1 | 0 | 0 | 124 |
| 11:00 AM   | 0 | 0 | 2 | 1  | 6  | 10 | 5  | 4  | 4  | 1 | 0 | 0 | 0 | 33  |
| 11:15 AM   | 0 | 0 | 0 | 1  | 10 | 16 | 5  | 4  | 3  | 0 | 0 | 0 | 0 | 39  |
| 11:30 AM   | 0 | 0 | 0 | 2  | 11 | 8  | 14 | 5  | 1  | 0 | 0 | 0 | 0 | 41  |
| 11:45 AM   | 0 | 0 | 2 | 0  | 9  | 12 | 9  | 6  | 1  | 1 | 0 | 0 | 0 | 40  |
| Hour Total | 0 | 0 | 4 | 4  | 36 | 46 | 33 | 19 | 9  | 2 | 0 | 0 | 0 | 153 |
| 12:00 PM   | 0 | 1 | 2 | 2  | 9  | 6  | 8  | 8  | 1  | 0 | 0 | 0 | 0 | 37  |
| 12:15 PM   | 0 | 0 | 1 | 1  | 4  | 9  | 5  | 0  | 2  | 0 | 0 | 0 | 0 | 22  |
| 12:30 PM   | 0 | 0 | 0 | 1  | 7  | 6  | 6  | 3  | 1  | 0 | 0 | 0 | 0 | 24  |
| 12:45 PM   | 0 | 0 | 2 | 2  | 8  | 4  | 5  | 5  | 1  | 0 | 0 | 0 | 0 | 27  |
| Hour Total | 0 | 1 | 5 | 6  | 28 | 25 | 24 | 16 | 5  | 0 | 0 | 0 | 0 | 110 |
| 1:00 PM    | 0 | 0 | 1 | 2  | 3  | 6  | 4  | 9  | 0  | 0 | 0 | 0 | 0 | 25  |
| 1:15 PM    | 0 | 0 | 0 | 3  | 9  | 8  | 9  | 5  | 0  | 0 | 1 | 0 | 0 | 35  |
| 1:30 PM    | 0 | 0 | 0 | 2  | 6  | 4  | 6  | 13 | 4  | 1 | 0 | 0 | 0 | 36  |
| 1:45 PM    | 0 | 0 | 0 | 5  | 3  | 8  | 5  | 3  | 2  | 0 | 0 | 0 | 0 | 26  |
| Hour Total | 0 | 0 | 1 | 12 | 21 | 26 | 24 | 30 | 6  | 1 | 1 | 0 | 0 | 122 |
| 2:00 PM    | 1 | 0 | 2 | 1  | 7  | 6  | 7  | 4  | 1  | 0 | 0 | 0 | 0 | 29  |
| 2:15 PM    | 1 | 0 | 1 | 2  | 4  | 9  | 5  | 2  | 5  | 0 | 0 | 0 | 0 | 29  |
| 2:30 PM    | 0 | 2 | 1 | 1  | 8  | 8  | 11 | 9  | 4  | 0 | 0 | 0 | 0 | 44  |
| 2:45 PM    | 0 | 1 | 4 | 2  | 6  | 18 | 20 | 13 | 1  | 0 | 0 | 0 | 0 | 65  |
| Hour Total | 2 | 3 | 8 | 6  | 25 | 41 | 43 | 28 | 11 | 0 | 0 | 0 | 0 | 167 |
| 3:00 PM    | 0 | 0 | 1 | 3  | 7  | 10 | 15 | 10 | 4  | 1 | 0 | 0 | 0 | 51  |
| 3:15 PM    | 0 | 0 | 1 | 1  | 1  | 3  | 14 | 15 | 5  | 1 | 0 | 0 | 0 | 41  |
| 3:30 PM    | 0 | 0 | 0 | 0  | 3  | 9  | 17 | 19 | 7  | 2 | 1 | 0 | 0 | 58  |
| 3:45 PM    | 1 | 0 | 0 | 1  | 11 | 10 | 23 | 15 | 9  | 2 | 0 | 0 | 0 | 72  |
| Hour Total | 1 | 0 | 2 | 5  | 22 | 32 | 69 | 59 | 25 | 6 | 1 | 0 | 0 | 222 |

|            |    |    |     |     |     |     |     |     |     |    |   |   |   |      |
|------------|----|----|-----|-----|-----|-----|-----|-----|-----|----|---|---|---|------|
| 4:00 PM    | 0  | 0  | 0   | 0   | 1   | 2   | 16  | 16  | 18  | 2  | 0 | 0 | 0 | 55   |
| 4:15 PM    | 0  | 0  | 0   | 0   | 6   | 14  | 15  | 19  | 21  | 3  | 0 | 0 | 0 | 78   |
| 4:30 PM    | 0  | 0  | 1   | 1   | 4   | 6   | 17  | 36  | 21  | 4  | 0 | 0 | 0 | 90   |
| 4:45 PM    | 0  | 0  | 1   | 0   | 7   | 8   | 21  | 25  | 17  | 2  | 1 | 0 | 0 | 82   |
| Hour Total | 0  | 0  | 2   | 1   | 18  | 30  | 69  | 96  | 77  | 11 | 1 | 0 | 0 | 305  |
| 5:00 PM    | 0  | 0  | 0   | 2   | 2   | 3   | 19  | 32  | 16  | 5  | 0 | 0 | 0 | 79   |
| 5:15 PM    | 0  | 0  | 0   | 2   | 1   | 2   | 18  | 33  | 24  | 7  | 0 | 0 | 0 | 87   |
| 5:30 PM    | 0  | 0  | 0   | 1   | 2   | 4   | 10  | 26  | 25  | 3  | 0 | 0 | 0 | 71   |
| 5:45 PM    | 0  | 0  | 1   | 0   | 1   | 6   | 21  | 20  | 20  | 1  | 0 | 0 | 0 | 70   |
| Hour Total | 0  | 0  | 1   | 5   | 6   | 15  | 68  | 111 | 85  | 16 | 0 | 0 | 0 | 307  |
| 6:00 PM    | 0  | 0  | 0   | 1   | 6   | 12  | 8   | 19  | 7   | 2  | 0 | 0 | 0 | 55   |
| 6:15 PM    | 0  | 0  | 0   | 3   | 2   | 12  | 17  | 19  | 4   | 3  | 0 | 0 | 0 | 60   |
| 6:30 PM    | 0  | 0  | 1   | 1   | 2   | 1   | 12  | 14  | 8   | 2  | 0 | 0 | 0 | 41   |
| 6:45 PM    | 0  | 0  | 0   | 1   | 4   | 5   | 15  | 20  | 3   | 0  | 1 | 0 | 0 | 49   |
| Hour Total | 0  | 0  | 1   | 6   | 14  | 30  | 52  | 72  | 22  | 7  | 1 | 0 | 0 | 205  |
| 7:00 PM    | 0  | 0  | 0   | 0   | 5   | 6   | 13  | 13  | 8   | 2  | 1 | 0 | 0 | 48   |
| 7:15 PM    | 0  | 0  | 0   | 0   | 1   | 6   | 14  | 23  | 10  | 2  | 1 | 0 | 0 | 57   |
| 7:30 PM    | 0  | 0  | 0   | 3   | 0   | 4   | 9   | 14  | 7   | 3  | 0 | 0 | 0 | 40   |
| 7:45 PM    | 0  | 0  | 0   | 1   | 2   | 2   | 13  | 12  | 5   | 0  | 0 | 0 | 0 | 35   |
| Hour Total | 0  | 0  | 0   | 4   | 8   | 18  | 49  | 62  | 30  | 7  | 2 | 0 | 0 | 180  |
| 8:00 PM    | 0  | 0  | 1   | 2   | 1   | 4   | 6   | 8   | 4   | 1  | 0 | 0 | 0 | 27   |
| 8:15 PM    | 0  | 0  | 1   | 0   | 3   | 7   | 9   | 4   | 0   | 0  | 0 | 0 | 0 | 24   |
| 8:30 PM    | 0  | 1  | 0   | 1   | 1   | 5   | 6   | 2   | 3   | 0  | 0 | 0 | 0 | 19   |
| 8:45 PM    | 0  | 2  | 1   | 1   | 3   | 4   | 10  | 2   | 7   | 0  | 0 | 0 | 0 | 30   |
| Hour Total | 0  | 3  | 3   | 4   | 8   | 20  | 31  | 16  | 14  | 1  | 0 | 0 | 0 | 100  |
| 9:00 PM    | 1  | 2  | 0   | 4   | 2   | 9   | 7   | 9   | 1   | 0  | 0 | 0 | 0 | 35   |
| 9:15 PM    | 1  | 0  | 0   | 2   | 3   | 4   | 5   | 3   | 3   | 0  | 0 | 0 | 0 | 21   |
| 9:30 PM    | 0  | 0  | 0   | 3   | 3   | 7   | 7   | 2   | 2   | 0  | 0 | 0 | 0 | 24   |
| 9:45 PM    | 0  | 0  | 3   | 3   | 2   | 7   | 4   | 1   | 0   | 0  | 0 | 0 | 0 | 20   |
| Hour Total | 2  | 2  | 3   | 12  | 10  | 27  | 23  | 15  | 6   | 0  | 0 | 0 | 0 | 100  |
| 10:00 PM   | 0  | 1  | 1   | 1   | 3   | 3   | 8   | 3   | 0   | 1  | 0 | 0 | 0 | 21   |
| 10:15 PM   | 0  | 0  | 0   | 1   | 2   | 2   | 6   | 4   | 1   | 0  | 0 | 0 | 0 | 16   |
| 10:30 PM   | 2  | 0  | 1   | 2   | 3   | 2   | 6   | 4   | 0   | 0  | 0 | 0 | 0 | 20   |
| 10:45 PM   | 0  | 0  | 1   | 4   | 0   | 4   | 3   | 3   | 0   | 0  | 0 | 0 | 0 | 15   |
| Hour Total | 2  | 1  | 3   | 8   | 8   | 11  | 23  | 14  | 1   | 1  | 0 | 0 | 0 | 72   |
| 11:00 PM   | 0  | 0  | 2   | 2   | 3   | 6   | 5   | 2   | 0   | 0  | 0 | 0 | 0 | 20   |
| 11:15 PM   | 0  | 0  | 1   | 1   | 0   | 1   | 2   | 1   | 2   | 0  | 0 | 0 | 0 | 8    |
| 11:30 PM   | 0  | 1  | 0   | 6   | 4   | 2   | 0   | 0   | 0   | 0  | 0 | 0 | 0 | 13   |
| 11:45 PM   | 0  | 0  | 0   | 1   | 3   | 5   | 3   | 1   | 0   | 0  | 0 | 0 | 0 | 13   |
| Hour Total | 0  | 1  | 3   | 10  | 10  | 14  | 10  | 4   | 2   | 0  | 0 | 0 | 0 | 54   |
| Totals     | 14 | 37 | 107 | 263 | 473 | 623 | 736 | 633 | 330 | 57 | 8 | 0 | 0 | 3281 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Outside lanes only)

Tracy

Project #: 11-7199-002n

Date: 5/5/2011

North Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 31      | MPH |
| Median Speed (50th percentile)   | : | 41      | MPH |
| Average Speed - All Vehicles     | : | 40      | MPH |
| 85th Percentile Speed            | : | 49      | MPH |
| 95th Percentile Speed            | : | 53      | MPH |
| 10 MPH Pace Speed                | : | 40 - 49 | MPH |
| Number of Vehicles in Pace       | : | 1369    |     |
| Percentage of Vehicles in Pace   | : | 41.73%  |     |
| Number of Vehicles >= 25 MPH     | : | 3123    |     |
| Percentage of Vehicles >= 25 MPH | : | 95.18%  |     |



Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

THURSDAY

South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 4     | 4     | 0     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 14    |
| 12:15 AM   | 0    | 1     | 4     | 4     | 1     | 1     | 0     | 2     | 0     | 0     | 0     | 0     | 0       | 13    |
| 12:30 AM   | 0    | 0     | 0     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| 12:45 AM   | 0    | 0     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| Hour Total | 0    | 1     | 9     | 9     | 2     | 8     | 2     | 2     | 0     | 0     | 0     | 0     | 0       | 33    |
| 1:00 AM    | 0    | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 4     |
| 1:15 AM    | 0    | 0     | 2     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 5     |
| 1:30 AM    | 1    | 0     | 3     | 3     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 9     |
| 1:45 AM    | 0    | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 2     |
| Hour Total | 1    | 0     | 8     | 8     | 2     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 20    |
| 2:00 AM    | 0    | 0     | 1     | 0     | 2     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 5     |
| 2:15 AM    | 0    | 0     | 2     | 5     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 10    |
| 2:30 AM    | 0    | 1     | 1     | 2     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 7     |
| 2:45 AM    | 0    | 0     | 4     | 1     | 1     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 9     |
| Hour Total | 0    | 1     | 8     | 8     | 5     | 6     | 2     | 1     | 0     | 0     | 0     | 0     | 0       | 31    |
| 3:00 AM    | 0    | 0     | 2     | 2     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 8     |
| 3:15 AM    | 0    | 0     | 3     | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0       | 7     |
| 3:30 AM    | 0    | 2     | 5     | 3     | 0     | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0       | 14    |
| 3:45 AM    | 0    | 0     | 5     | 4     | 2     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0       | 13    |
| Hour Total | 0    | 2     | 15    | 12    | 5     | 6     | 1     | 1     | 0     | 0     | 0     | 0     | 0       | 42    |
| 4:00 AM    | 1    | 1     | 5     | 3     | 0     | 7     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 19    |
| 4:15 AM    | 0    | 1     | 6     | 7     | 2     | 8     | 4     | 6     | 0     | 0     | 0     | 0     | 0       | 34    |
| 4:30 AM    | 0    | 4     | 4     | 8     | 1     | 11    | 2     | 0     | 2     | 0     | 0     | 0     | 0       | 32    |
| 4:45 AM    | 0    | 0     | 2     | 11    | 6     | 10    | 7     | 7     | 0     | 2     | 0     | 0     | 0       | 45    |
| Hour Total | 1    | 6     | 17    | 29    | 9     | 36    | 15    | 13    | 2     | 2     | 0     | 0     | 0       | 130   |
| 5:00 AM    | 0    | 2     | 4     | 1     | 2     | 16    | 15    | 4     | 2     | 0     | 0     | 0     | 0       | 46    |
| 5:15 AM    | 3    | 9     | 11    | 3     | 5     | 40    | 16    | 3     | 0     | 0     | 0     | 0     | 0       | 90    |
| 5:30 AM    | 0    | 0     | 4     | 7     | 15    | 31    | 15    | 6     | 2     | 0     | 0     | 0     | 0       | 80    |
| 5:45 AM    | 0    | 2     | 8     | 5     | 8     | 27    | 21    | 8     | 2     | 2     | 0     | 0     | 0       | 83    |
| Hour Total | 3    | 13    | 27    | 16    | 30    | 114   | 67    | 21    | 6     | 2     | 0     | 0     | 0       | 299   |
| 6:00 AM    | 0    | 2     | 1     | 0     | 16    | 23    | 29    | 7     | 3     | 0     | 0     | 0     | 0       | 81    |
| 6:15 AM    | 1    | 3     | 23    | 5     | 11    | 25    | 23    | 6     | 2     | 0     | 0     | 0     | 0       | 99    |
| 6:30 AM    | 0    | 1     | 4     | 13    | 13    | 19    | 11    | 6     | 6     | 1     | 0     | 0     | 0       | 74    |
| 6:45 AM    | 0    | 1     | 10    | 6     | 7     | 16    | 28    | 4     | 4     | 1     | 1     | 0     | 0       | 78    |
| Hour Total | 1    | 7     | 38    | 24    | 47    | 83    | 91    | 23    | 15    | 2     | 1     | 0     | 0       | 332   |
| 7:00 AM    | 0    | 0     | 4     | 9     | 10    | 25    | 26    | 4     | 3     | 2     | 0     | 0     | 0       | 83    |
| 7:15 AM    | 0    | 0     | 4     | 7     | 11    | 12    | 19    | 5     | 2     | 0     | 0     | 0     | 0       | 60    |
| 7:30 AM    | 0    | 0     | 0     | 10    | 9     | 21    | 18    | 8     | 2     | 0     | 0     | 0     | 0       | 68    |
| 7:45 AM    | 0    | 0     | 0     | 0     | 5     | 18    | 16    | 3     | 0     | 2     | 0     | 0     | 0       | 44    |
| Hour Total | 0    | 0     | 8     | 26    | 35    | 76    | 79    | 20    | 7     | 4     | 0     | 0     | 0       | 255   |

|            |   |    |    |    |    |    |    |    |   |   |   |   |   |     |
|------------|---|----|----|----|----|----|----|----|---|---|---|---|---|-----|
| 8:00 AM    | 0 | 2  | 3  | 9  | 1  | 7  | 8  | 0  | 1 | 3 | 0 | 0 | 0 | 34  |
| 8:15 AM    | 0 | 3  | 6  | 4  | 1  | 7  | 7  | 2  | 0 | 0 | 0 | 0 | 0 | 30  |
| 8:30 AM    | 0 | 3  | 4  | 5  | 5  | 10 | 9  | 7  | 2 | 0 | 0 | 0 | 0 | 45  |
| 8:45 AM    | 0 | 2  | 8  | 2  | 3  | 16 | 12 | 2  | 0 | 0 | 0 | 0 | 0 | 45  |
| Hour Total | 0 | 10 | 21 | 20 | 10 | 40 | 36 | 11 | 3 | 3 | 0 | 0 | 0 | 154 |
| 9:00 AM    | 0 | 0  | 15 | 5  | 9  | 3  | 12 | 4  | 0 | 1 | 0 | 0 | 0 | 49  |
| 9:15 AM    | 0 | 0  | 7  | 14 | 4  | 4  | 9  | 2  | 0 | 0 | 0 | 0 | 0 | 40  |
| 9:30 AM    | 1 | 4  | 9  | 2  | 5  | 8  | 5  | 3  | 0 | 0 | 0 | 0 | 0 | 37  |
| 9:45 AM    | 0 | 1  | 3  | 10 | 10 | 16 | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 47  |
| Hour Total | 1 | 5  | 34 | 31 | 28 | 31 | 31 | 11 | 0 | 1 | 0 | 0 | 0 | 173 |
| 10:00 AM   | 1 | 1  | 10 | 6  | 11 | 6  | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 35  |
| 10:15 AM   | 0 | 0  | 2  | 12 | 6  | 11 | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 39  |
| 10:30 AM   | 0 | 1  | 6  | 4  | 2  | 8  | 13 | 1  | 0 | 0 | 0 | 0 | 0 | 35  |
| 10:45 AM   | 0 | 3  | 3  | 9  | 4  | 6  | 3  | 1  | 1 | 0 | 0 | 0 | 0 | 30  |
| Hour Total | 1 | 5  | 21 | 31 | 23 | 31 | 22 | 4  | 1 | 0 | 0 | 0 | 0 | 139 |
| 11:00 AM   | 0 | 1  | 1  | 6  | 3  | 12 | 0  | 1  | 0 | 1 | 0 | 0 | 0 | 25  |
| 11:15 AM   | 0 | 1  | 4  | 8  | 2  | 8  | 8  | 1  | 1 | 1 | 0 | 0 | 0 | 34  |
| 11:30 AM   | 0 | 2  | 13 | 9  | 5  | 6  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 38  |
| 11:45 AM   | 0 | 2  | 6  | 6  | 3  | 5  | 5  | 3  | 0 | 0 | 0 | 0 | 0 | 30  |
| Hour Total | 0 | 6  | 24 | 29 | 13 | 31 | 15 | 6  | 1 | 2 | 0 | 0 | 0 | 127 |
| 12:00 PM   | 0 | 1  | 10 | 9  | 3  | 9  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 36  |
| 12:15 PM   | 0 | 2  | 4  | 8  | 8  | 9  | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 34  |
| 12:30 PM   | 0 | 0  | 5  | 9  | 3  | 7  | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 30  |
| 12:45 PM   | 0 | 2  | 2  | 5  | 5  | 5  | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 22  |
| Hour Total | 0 | 5  | 21 | 31 | 19 | 30 | 12 | 4  | 0 | 0 | 0 | 0 | 0 | 122 |
| 1:00 PM    | 0 | 2  | 4  | 5  | 9  | 2  | 4  | 0  | 0 | 1 | 0 | 0 | 0 | 27  |
| 1:15 PM    | 0 | 0  | 8  | 9  | 3  | 11 | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 39  |
| 1:30 PM    | 0 | 0  | 5  | 6  | 2  | 8  | 4  | 1  | 1 | 0 | 0 | 0 | 0 | 27  |
| 1:45 PM    | 0 | 0  | 9  | 1  | 6  | 3  | 9  | 2  | 0 | 0 | 0 | 0 | 0 | 30  |
| Hour Total | 0 | 2  | 26 | 21 | 20 | 24 | 24 | 4  | 1 | 1 | 0 | 0 | 0 | 123 |
| 2:00 PM    | 0 | 0  | 6  | 4  | 6  | 8  | 5  | 2  | 0 | 0 | 0 | 0 | 0 | 31  |
| 2:15 PM    | 0 | 1  | 2  | 4  | 3  | 9  | 1  | 1  | 1 | 3 | 0 | 0 | 0 | 25  |
| 2:30 PM    | 0 | 0  | 6  | 4  | 11 | 2  | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 28  |
| 2:45 PM    | 0 | 1  | 7  | 6  | 2  | 7  | 7  | 1  | 1 | 0 | 0 | 0 | 0 | 32  |
| Hour Total | 0 | 2  | 21 | 18 | 22 | 26 | 15 | 7  | 2 | 3 | 0 | 0 | 0 | 116 |
| 3:00 PM    | 0 | 0  | 4  | 2  | 5  | 5  | 5  | 4  | 0 | 1 | 0 | 0 | 0 | 26  |
| 3:15 PM    | 0 | 1  | 2  | 2  | 3  | 6  | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 18  |
| 3:30 PM    | 0 | 1  | 4  | 2  | 7  | 12 | 9  | 1  | 1 | 0 | 0 | 0 | 0 | 37  |
| 3:45 PM    | 0 | 0  | 1  | 1  | 9  | 4  | 6  | 3  | 0 | 0 | 0 | 0 | 0 | 24  |
| Hour Total | 0 | 2  | 11 | 7  | 24 | 27 | 23 | 9  | 1 | 1 | 0 | 0 | 0 | 105 |

|            |    |    |     |     |     |     |     |     |    |    |   |   |   |      |
|------------|----|----|-----|-----|-----|-----|-----|-----|----|----|---|---|---|------|
| 4:00 PM    | 3  | 0  | 6   | 1   | 3   | 8   | 6   | 2   | 0  | 0  | 0 | 0 | 0 | 29   |
| 4:15 PM    | 0  | 1  | 5   | 3   | 2   | 9   | 5   | 0   | 0  | 0  | 0 | 0 | 0 | 25   |
| 4:30 PM    | 0  | 0  | 1   | 1   | 6   | 11  | 8   | 0   | 0  | 1  | 0 | 0 | 0 | 28   |
| 4:45 PM    | 0  | 0  | 5   | 5   | 3   | 10  | 7   | 0   | 0  | 0  | 0 | 0 | 0 | 30   |
| Hour Total | 3  | 1  | 17  | 10  | 14  | 38  | 26  | 2   | 0  | 1  | 0 | 0 | 0 | 112  |
| 5:00 PM    | 0  | 0  | 6   | 3   | 5   | 5   | 4   | 2   | 0  | 0  | 0 | 0 | 0 | 25   |
| 5:15 PM    | 0  | 1  | 6   | 2   | 2   | 5   | 5   | 2   | 0  | 0  | 0 | 0 | 0 | 23   |
| 5:30 PM    | 0  | 0  | 3   | 2   | 4   | 13  | 2   | 2   | 0  | 0  | 0 | 0 | 0 | 26   |
| 5:45 PM    | 0  | 0  | 3   | 0   | 3   | 12  | 2   | 1   | 0  | 0  | 1 | 0 | 0 | 22   |
| Hour Total | 0  | 1  | 18  | 7   | 14  | 35  | 13  | 7   | 0  | 0  | 1 | 0 | 0 | 96   |
| 6:00 PM    | 0  | 1  | 5   | 8   | 7   | 6   | 6   | 1   | 1  | 0  | 0 | 0 | 0 | 35   |
| 6:15 PM    | 0  | 0  | 2   | 4   | 4   | 7   | 3   | 2   | 0  | 0  | 0 | 0 | 0 | 22   |
| 6:30 PM    | 0  | 0  | 1   | 2   | 6   | 4   | 9   | 1   | 0  | 0  | 0 | 0 | 0 | 23   |
| 6:45 PM    | 0  | 0  | 6   | 2   | 6   | 6   | 2   | 2   | 1  | 0  | 0 | 0 | 0 | 25   |
| Hour Total | 0  | 1  | 14  | 16  | 23  | 23  | 20  | 6   | 2  | 0  | 0 | 0 | 0 | 105  |
| 7:00 PM    | 0  | 0  | 10  | 5   | 5   | 7   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 28   |
| 7:15 PM    | 0  | 0  | 5   | 4   | 4   | 8   | 2   | 2   | 0  | 1  | 0 | 0 | 0 | 26   |
| 7:30 PM    | 0  | 1  | 4   | 7   | 6   | 2   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 21   |
| 7:45 PM    | 0  | 4  | 0   | 2   | 1   | 6   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 15   |
| Hour Total | 0  | 5  | 19  | 18  | 16  | 23  | 6   | 2   | 0  | 1  | 0 | 0 | 0 | 90   |
| 8:00 PM    | 0  | 0  | 8   | 2   | 1   | 0   | 1   | 1   | 1  | 0  | 0 | 0 | 0 | 14   |
| 8:15 PM    | 0  | 0  | 0   | 1   | 2   | 5   | 0   | 0   | 0  | 0  | 0 | 0 | 0 | 8    |
| 8:30 PM    | 0  | 2  | 1   | 0   | 1   | 3   | 3   | 1   | 1  | 0  | 0 | 0 | 0 | 12   |
| 8:45 PM    | 0  | 0  | 0   | 1   | 2   | 3   | 2   | 0   | 1  | 0  | 0 | 0 | 0 | 9    |
| Hour Total | 0  | 2  | 9   | 4   | 6   | 11  | 6   | 2   | 3  | 0  | 0 | 0 | 0 | 43   |
| 9:00 PM    | 0  | 0  | 1   | 0   | 2   | 5   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 9    |
| 9:15 PM    | 0  | 1  | 3   | 1   | 1   | 3   | 1   | 2   | 0  | 0  | 0 | 0 | 0 | 12   |
| 9:30 PM    | 0  | 0  | 2   | 5   | 3   | 4   | 2   | 1   | 0  | 0  | 0 | 0 | 0 | 17   |
| 9:45 PM    | 0  | 0  | 1   | 3   | 2   | 3   | 2   | 0   | 0  | 0  | 0 | 0 | 0 | 11   |
| Hour Total | 0  | 1  | 7   | 9   | 8   | 15  | 6   | 3   | 0  | 0  | 0 | 0 | 0 | 49   |
| 10:00 PM   | 0  | 0  | 3   | 2   | 3   | 2   | 1   | 1   | 0  | 0  | 0 | 0 | 0 | 12   |
| 10:15 PM   | 0  | 1  | 2   | 1   | 4   | 4   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 13   |
| 10:30 PM   | 0  | 0  | 4   | 0   | 0   | 3   | 3   | 0   | 1  | 0  | 0 | 0 | 0 | 11   |
| 10:45 PM   | 0  | 1  | 2   | 2   | 1   | 2   | 1   | 0   | 1  | 0  | 0 | 0 | 0 | 10   |
| Hour Total | 0  | 2  | 11  | 5   | 8   | 11  | 6   | 1   | 2  | 0  | 0 | 0 | 0 | 46   |
| 11:00 PM   | 0  | 0  | 2   | 0   | 0   | 5   | 0   | 0   | 0  | 0  | 0 | 0 | 0 | 7    |
| 11:15 PM   | 0  | 0  | 1   | 2   | 3   | 0   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 7    |
| 11:30 PM   | 0  | 1  | 2   | 0   | 2   | 2   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 8    |
| 11:45 PM   | 0  | 0  | 0   | 2   | 2   | 2   | 1   | 0   | 0  | 0  | 0 | 0 | 0 | 7    |
| Hour Total | 0  | 1  | 5   | 4   | 7   | 9   | 3   | 0   | 0  | 0  | 0 | 0 | 0 | 29   |
| Totals     | 11 | 81 | 409 | 393 | 390 | 734 | 521 | 161 | 46 | 23 | 2 | 0 | 0 | 2771 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 24      | MPH |
| Median Speed (50th percentile)   | : | 36      | MPH |
| Average Speed - All Vehicles     | : | 34      | MPH |
| 85th Percentile Speed            | : | 43      | MPH |
| 95th Percentile Speed            | : | 48      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 1255    |     |
| Percentage of Vehicles in Pace   | : | 45.29%  |     |
| Number of Vehicles >= 25 MPH     | : | 2270    |     |
| Percentage of Vehicles >= 25 MPH | : | 81.92%  |     |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

THURSDAY

North Bound, South Bound

| Begin Time | 5-14 | 15-19 | 20-24 | 25-29 | 30-34 | 35-39 | 40-44 | 45-49 | 50-54 | 55-59 | 60-64 | 65-69 | 70-9999 | Total |
|------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|-------|
| 12:00 AM   | 0    | 0     | 8     | 7     | 1     | 6     | 4     | 1     | 0     | 0     | 0     | 0     | 0       | 27    |
| 12:15 AM   | 0    | 2     | 4     | 8     | 4     | 5     | 1     | 3     | 1     | 0     | 0     | 0     | 0       | 28    |
| 12:30 AM   | 0    | 0     | 2     | 1     | 2     | 5     | 4     | 2     | 0     | 0     | 0     | 0     | 0       | 16    |
| 12:45 AM   | 0    | 0     | 1     | 4     | 5     | 7     | 1     | 2     | 0     | 0     | 0     | 0     | 0       | 20    |
| Hour Total | 0    | 2     | 15    | 20    | 12    | 23    | 10    | 8     | 1     | 0     | 0     | 0     | 0       | 91    |
| 1:00 AM    | 0    | 1     | 3     | 2     | 3     | 5     | 1     | 2     | 0     | 0     | 0     | 0     | 0       | 17    |
| 1:15 AM    | 0    | 0     | 5     | 11    | 2     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0       | 23    |
| 1:30 AM    | 1    | 0     | 4     | 4     | 4     | 2     | 1     | 2     | 1     | 0     | 0     | 0     | 0       | 19    |
| 1:45 AM    | 0    | 0     | 2     | 2     | 3     | 4     | 3     | 3     | 1     | 0     | 0     | 0     | 0       | 18    |
| Hour Total | 1    | 1     | 14    | 19    | 12    | 14    | 7     | 7     | 2     | 0     | 0     | 0     | 0       | 77    |
| 2:00 AM    | 0    | 0     | 2     | 3     | 3     | 5     | 5     | 2     | 0     | 0     | 0     | 0     | 0       | 20    |
| 2:15 AM    | 0    | 1     | 2     | 5     | 9     | 8     | 2     | 1     | 1     | 0     | 0     | 0     | 0       | 29    |
| 2:30 AM    | 0    | 1     | 2     | 2     | 3     | 9     | 7     | 3     | 0     | 0     | 0     | 0     | 0       | 27    |
| 2:45 AM    | 1    | 0     | 4     | 3     | 4     | 9     | 8     | 4     | 0     | 0     | 0     | 0     | 0       | 33    |
| Hour Total | 1    | 2     | 10    | 13    | 19    | 31    | 22    | 10    | 1     | 0     | 0     | 0     | 0       | 109   |
| 3:00 AM    | 0    | 0     | 4     | 4     | 6     | 1     | 3     | 0     | 0     | 1     | 0     | 0     | 0       | 19    |
| 3:15 AM    | 0    | 0     | 4     | 8     | 3     | 7     | 4     | 1     | 2     | 0     | 0     | 0     | 0       | 29    |
| 3:30 AM    | 0    | 3     | 5     | 4     | 4     | 5     | 3     | 0     | 0     | 0     | 0     | 0     | 0       | 24    |
| 3:45 AM    | 0    | 0     | 9     | 5     | 7     | 5     | 4     | 2     | 1     | 1     | 0     | 0     | 0       | 34    |
| Hour Total | 0    | 3     | 22    | 21    | 20    | 18    | 14    | 3     | 3     | 2     | 0     | 0     | 0       | 106   |
| 4:00 AM    | 2    | 3     | 7     | 5     | 4     | 10    | 9     | 0     | 1     | 0     | 0     | 0     | 0       | 41    |
| 4:15 AM    | 0    | 2     | 7     | 10    | 8     | 13    | 7     | 6     | 0     | 0     | 0     | 0     | 0       | 53    |
| 4:30 AM    | 0    | 5     | 4     | 8     | 5     | 19    | 5     | 3     | 3     | 0     | 0     | 0     | 0       | 52    |
| 4:45 AM    | 0    | 0     | 5     | 17    | 13    | 17    | 17    | 9     | 0     | 2     | 0     | 0     | 0       | 80    |
| Hour Total | 2    | 10    | 23    | 40    | 30    | 59    | 38    | 18    | 4     | 2     | 0     | 0     | 0       | 226   |
| 5:00 AM    | 0    | 2     | 5     | 6     | 6     | 26    | 20    | 7     | 2     | 0     | 0     | 0     | 0       | 74    |
| 5:15 AM    | 4    | 9     | 11    | 6     | 14    | 55    | 23    | 8     | 2     | 0     | 0     | 0     | 0       | 132   |
| 5:30 AM    | 0    | 1     | 8     | 15    | 29    | 44    | 31    | 10    | 3     | 0     | 0     | 0     | 0       | 141   |
| 5:45 AM    | 1    | 7     | 10    | 16    | 12    | 45    | 30    | 15    | 3     | 2     | 1     | 0     | 0       | 142   |
| Hour Total | 5    | 19    | 34    | 43    | 61    | 170   | 104   | 40    | 10    | 2     | 1     | 0     | 0       | 489   |
| 6:00 AM    | 0    | 4     | 6     | 7     | 22    | 31    | 35    | 10    | 4     | 0     | 0     | 0     | 0       | 119   |
| 6:15 AM    | 2    | 4     | 28    | 9     | 20    | 30    | 30    | 6     | 4     | 0     | 0     | 0     | 0       | 133   |
| 6:30 AM    | 0    | 1     | 8     | 18    | 20    | 24    | 17    | 8     | 7     | 1     | 0     | 0     | 0       | 104   |
| 6:45 AM    | 0    | 3     | 14    | 12    | 20    | 20    | 34    | 8     | 5     | 1     | 1     | 0     | 0       | 118   |
| Hour Total | 2    | 12    | 56    | 46    | 82    | 105   | 116   | 32    | 20    | 2     | 1     | 0     | 0       | 474   |
| 7:00 AM    | 0    | 1     | 4     | 21    | 19    | 35    | 32    | 6     | 3     | 2     | 0     | 0     | 0       | 123   |
| 7:15 AM    | 1    | 0     | 6     | 11    | 19    | 19    | 26    | 9     | 3     | 0     | 0     | 0     | 0       | 94    |
| 7:30 AM    | 1    | 0     | 0     | 13    | 13    | 30    | 23    | 8     | 5     | 0     | 0     | 0     | 0       | 93    |
| 7:45 AM    | 0    | 1     | 3     | 3     | 11    | 24    | 23    | 9     | 2     | 3     | 0     | 0     | 0       | 79    |
| Hour Total | 2    | 2     | 13    | 48    | 62    | 108   | 104   | 32    | 13    | 5     | 0     | 0     | 0       | 389   |

|            |   |    |    |    |    |    |    |    |    |   |   |   |   |     |
|------------|---|----|----|----|----|----|----|----|----|---|---|---|---|-----|
| 8:00 AM    | 0 | 2  | 4  | 13 | 8  | 19 | 11 | 4  | 2  | 3 | 0 | 0 | 0 | 66  |
| 8:15 AM    | 0 | 5  | 6  | 9  | 10 | 14 | 11 | 7  | 3  | 0 | 0 | 0 | 0 | 65  |
| 8:30 AM    | 0 | 3  | 4  | 11 | 16 | 14 | 15 | 9  | 2  | 0 | 0 | 0 | 0 | 74  |
| 8:45 AM    | 0 | 3  | 9  | 7  | 13 | 26 | 17 | 4  | 0  | 0 | 0 | 0 | 0 | 79  |
| Hour Total | 0 | 13 | 23 | 40 | 47 | 73 | 54 | 24 | 7  | 3 | 0 | 0 | 0 | 284 |
| 9:00 AM    | 0 | 0  | 17 | 9  | 20 | 10 | 17 | 6  | 0  | 1 | 0 | 0 | 0 | 80  |
| 9:15 AM    | 0 | 1  | 8  | 27 | 11 | 6  | 11 | 2  | 2  | 0 | 0 | 0 | 0 | 68  |
| 9:30 AM    | 1 | 4  | 11 | 7  | 11 | 12 | 14 | 3  | 0  | 0 | 0 | 0 | 0 | 63  |
| 9:45 AM    | 0 | 1  | 5  | 12 | 14 | 24 | 11 | 3  | 2  | 1 | 0 | 0 | 0 | 73  |
| Hour Total | 1 | 6  | 41 | 55 | 56 | 52 | 53 | 14 | 4  | 2 | 0 | 0 | 0 | 284 |
| 10:00 AM   | 1 | 2  | 11 | 14 | 15 | 16 | 4  | 2  | 1  | 0 | 0 | 0 | 0 | 66  |
| 10:15 AM   | 0 | 0  | 3  | 15 | 12 | 18 | 9  | 6  | 0  | 1 | 0 | 0 | 0 | 64  |
| 10:30 AM   | 0 | 1  | 6  | 7  | 13 | 18 | 21 | 2  | 2  | 0 | 1 | 0 | 0 | 71  |
| 10:45 AM   | 0 | 3  | 6  | 13 | 14 | 14 | 8  | 1  | 3  | 0 | 0 | 0 | 0 | 62  |
| Hour Total | 1 | 6  | 26 | 49 | 54 | 66 | 42 | 11 | 6  | 1 | 1 | 0 | 0 | 263 |
| 11:00 AM   | 0 | 1  | 3  | 7  | 9  | 22 | 5  | 5  | 4  | 2 | 0 | 0 | 0 | 58  |
| 11:15 AM   | 0 | 1  | 4  | 9  | 12 | 24 | 13 | 5  | 4  | 1 | 0 | 0 | 0 | 73  |
| 11:30 AM   | 0 | 2  | 13 | 11 | 16 | 14 | 16 | 6  | 1  | 0 | 0 | 0 | 0 | 79  |
| 11:45 AM   | 0 | 2  | 8  | 6  | 12 | 17 | 14 | 9  | 1  | 1 | 0 | 0 | 0 | 70  |
| Hour Total | 0 | 6  | 28 | 33 | 49 | 77 | 48 | 25 | 10 | 4 | 0 | 0 | 0 | 280 |
| 12:00 PM   | 0 | 2  | 12 | 11 | 12 | 15 | 11 | 9  | 1  | 0 | 0 | 0 | 0 | 73  |
| 12:15 PM   | 0 | 2  | 5  | 9  | 12 | 18 | 8  | 0  | 2  | 0 | 0 | 0 | 0 | 56  |
| 12:30 PM   | 0 | 0  | 5  | 10 | 10 | 13 | 10 | 5  | 1  | 0 | 0 | 0 | 0 | 54  |
| 12:45 PM   | 0 | 2  | 4  | 7  | 13 | 9  | 7  | 6  | 1  | 0 | 0 | 0 | 0 | 49  |
| Hour Total | 0 | 6  | 26 | 37 | 47 | 55 | 36 | 20 | 5  | 0 | 0 | 0 | 0 | 232 |
| 1:00 PM    | 0 | 2  | 5  | 7  | 12 | 8  | 8  | 9  | 0  | 1 | 0 | 0 | 0 | 52  |
| 1:15 PM    | 0 | 0  | 8  | 12 | 12 | 19 | 16 | 6  | 0  | 0 | 1 | 0 | 0 | 74  |
| 1:30 PM    | 0 | 0  | 5  | 8  | 8  | 12 | 10 | 14 | 5  | 1 | 0 | 0 | 0 | 63  |
| 1:45 PM    | 0 | 0  | 9  | 6  | 9  | 11 | 14 | 5  | 2  | 0 | 0 | 0 | 0 | 56  |
| Hour Total | 0 | 2  | 27 | 33 | 41 | 50 | 48 | 34 | 7  | 2 | 1 | 0 | 0 | 245 |
| 2:00 PM    | 1 | 0  | 8  | 5  | 13 | 14 | 12 | 6  | 1  | 0 | 0 | 0 | 0 | 60  |
| 2:15 PM    | 1 | 1  | 3  | 6  | 7  | 18 | 6  | 3  | 6  | 3 | 0 | 0 | 0 | 54  |
| 2:30 PM    | 0 | 2  | 7  | 5  | 19 | 10 | 13 | 12 | 4  | 0 | 0 | 0 | 0 | 72  |
| 2:45 PM    | 0 | 2  | 11 | 8  | 8  | 25 | 27 | 14 | 2  | 0 | 0 | 0 | 0 | 97  |
| Hour Total | 2 | 5  | 29 | 24 | 47 | 67 | 58 | 35 | 13 | 3 | 0 | 0 | 0 | 283 |
| 3:00 PM    | 0 | 0  | 5  | 5  | 12 | 15 | 20 | 14 | 4  | 2 | 0 | 0 | 0 | 77  |
| 3:15 PM    | 0 | 1  | 3  | 3  | 4  | 9  | 17 | 16 | 5  | 1 | 0 | 0 | 0 | 59  |
| 3:30 PM    | 0 | 1  | 4  | 2  | 10 | 21 | 26 | 20 | 8  | 2 | 1 | 0 | 0 | 95  |
| 3:45 PM    | 1 | 0  | 1  | 2  | 20 | 14 | 29 | 18 | 9  | 2 | 0 | 0 | 0 | 96  |
| Hour Total | 1 | 2  | 13 | 12 | 46 | 59 | 92 | 68 | 26 | 7 | 1 | 0 | 0 | 327 |

|            |    |     |     |     |     |      |      |     |     |    |    |   |   |      |
|------------|----|-----|-----|-----|-----|------|------|-----|-----|----|----|---|---|------|
| 4:00 PM    | 3  | 0   | 6   | 1   | 4   | 10   | 22   | 18  | 18  | 2  | 0  | 0 | 0 | 84   |
| 4:15 PM    | 0  | 1   | 5   | 3   | 8   | 23   | 20   | 19  | 21  | 3  | 0  | 0 | 0 | 103  |
| 4:30 PM    | 0  | 0   | 2   | 2   | 10  | 17   | 25   | 36  | 21  | 5  | 0  | 0 | 0 | 118  |
| 4:45 PM    | 0  | 0   | 6   | 5   | 10  | 18   | 28   | 25  | 17  | 2  | 1  | 0 | 0 | 112  |
| Hour Total | 3  | 1   | 19  | 11  | 32  | 68   | 95   | 98  | 77  | 12 | 1  | 0 | 0 | 417  |
| 5:00 PM    | 0  | 0   | 6   | 5   | 7   | 8    | 23   | 34  | 16  | 5  | 0  | 0 | 0 | 104  |
| 5:15 PM    | 0  | 1   | 6   | 4   | 3   | 7    | 23   | 35  | 24  | 7  | 0  | 0 | 0 | 110  |
| 5:30 PM    | 0  | 0   | 3   | 3   | 6   | 17   | 12   | 28  | 25  | 3  | 0  | 0 | 0 | 97   |
| 5:45 PM    | 0  | 0   | 4   | 0   | 4   | 18   | 23   | 21  | 20  | 1  | 1  | 0 | 0 | 92   |
| Hour Total | 0  | 1   | 19  | 12  | 20  | 50   | 81   | 118 | 85  | 16 | 1  | 0 | 0 | 403  |
| 6:00 PM    | 0  | 1   | 5   | 9   | 13  | 18   | 14   | 20  | 8   | 2  | 0  | 0 | 0 | 90   |
| 6:15 PM    | 0  | 0   | 2   | 7   | 6   | 19   | 20   | 21  | 4   | 3  | 0  | 0 | 0 | 82   |
| 6:30 PM    | 0  | 0   | 2   | 3   | 8   | 5    | 21   | 15  | 8   | 2  | 0  | 0 | 0 | 64   |
| 6:45 PM    | 0  | 0   | 6   | 3   | 10  | 11   | 17   | 22  | 4   | 0  | 1  | 0 | 0 | 74   |
| Hour Total | 0  | 1   | 15  | 22  | 37  | 53   | 72   | 78  | 24  | 7  | 1  | 0 | 0 | 310  |
| 7:00 PM    | 0  | 0   | 10  | 5   | 10  | 13   | 14   | 13  | 8   | 2  | 1  | 0 | 0 | 76   |
| 7:15 PM    | 0  | 0   | 5   | 4   | 5   | 14   | 16   | 25  | 10  | 3  | 1  | 0 | 0 | 83   |
| 7:30 PM    | 0  | 1   | 4   | 10  | 6   | 6    | 10   | 14  | 7   | 3  | 0  | 0 | 0 | 61   |
| 7:45 PM    | 0  | 4   | 0   | 3   | 3   | 8    | 15   | 12  | 5   | 0  | 0  | 0 | 0 | 50   |
| Hour Total | 0  | 5   | 19  | 22  | 24  | 41   | 55   | 64  | 30  | 8  | 2  | 0 | 0 | 270  |
| 8:00 PM    | 0  | 0   | 9   | 4   | 2   | 4    | 7    | 9   | 5   | 1  | 0  | 0 | 0 | 41   |
| 8:15 PM    | 0  | 0   | 1   | 1   | 5   | 12   | 9    | 4   | 0   | 0  | 0  | 0 | 0 | 32   |
| 8:30 PM    | 0  | 3   | 1   | 1   | 2   | 8    | 9    | 3   | 4   | 0  | 0  | 0 | 0 | 31   |
| 8:45 PM    | 0  | 2   | 1   | 2   | 5   | 7    | 12   | 2   | 8   | 0  | 0  | 0 | 0 | 39   |
| Hour Total | 0  | 5   | 12  | 8   | 14  | 31   | 37   | 18  | 17  | 1  | 0  | 0 | 0 | 143  |
| 9:00 PM    | 1  | 2   | 1   | 4   | 4   | 14   | 8    | 9   | 1   | 0  | 0  | 0 | 0 | 44   |
| 9:15 PM    | 1  | 1   | 3   | 3   | 4   | 7    | 6    | 5   | 3   | 0  | 0  | 0 | 0 | 33   |
| 9:30 PM    | 0  | 0   | 2   | 8   | 6   | 11   | 9    | 3   | 2   | 0  | 0  | 0 | 0 | 41   |
| 9:45 PM    | 0  | 0   | 4   | 6   | 4   | 10   | 6    | 1   | 0   | 0  | 0  | 0 | 0 | 31   |
| Hour Total | 2  | 3   | 10  | 21  | 18  | 42   | 29   | 18  | 6   | 0  | 0  | 0 | 0 | 149  |
| 10:00 PM   | 0  | 1   | 4   | 3   | 6   | 5    | 9    | 4   | 0   | 1  | 0  | 0 | 0 | 33   |
| 10:15 PM   | 0  | 1   | 2   | 2   | 6   | 6    | 7    | 4   | 1   | 0  | 0  | 0 | 0 | 29   |
| 10:30 PM   | 2  | 0   | 5   | 2   | 3   | 5    | 9    | 4   | 1   | 0  | 0  | 0 | 0 | 31   |
| 10:45 PM   | 0  | 1   | 3   | 6   | 1   | 6    | 4    | 3   | 1   | 0  | 0  | 0 | 0 | 25   |
| Hour Total | 2  | 3   | 14  | 13  | 16  | 22   | 29   | 15  | 3   | 1  | 0  | 0 | 0 | 118  |
| 11:00 PM   | 0  | 0   | 4   | 2   | 3   | 11   | 5    | 2   | 0   | 0  | 0  | 0 | 0 | 27   |
| 11:15 PM   | 0  | 0   | 2   | 3   | 3   | 1    | 3    | 1   | 2   | 0  | 0  | 0 | 0 | 15   |
| 11:30 PM   | 0  | 2   | 2   | 6   | 6   | 4    | 1    | 0   | 0   | 0  | 0  | 0 | 0 | 21   |
| 11:45 PM   | 0  | 0   | 0   | 3   | 5   | 7    | 4    | 1   | 0   | 0  | 0  | 0 | 0 | 20   |
| Hour Total | 0  | 2   | 8   | 14  | 17  | 23   | 13   | 4   | 2   | 0  | 0  | 0 | 0 | 83   |
| Totals     | 25 | 118 | 516 | 656 | 863 | 1357 | 1257 | 794 | 376 | 80 | 10 | 0 | 0 | 6052 |

Speed Report - Prepared by: NDS/ATD

North of I-580/Mountain House Parkway interchange and ramps  
(Outside lanes only)

Tracy

Project #: 11-7199-002s

Date: 5/5/2011

North Bound, South Bound

Speed Statistics.

|                                  |   |         |     |
|----------------------------------|---|---------|-----|
| 15th Percentile Speed            | : | 27      | MPH |
| Median Speed (50th percentile)   | : | 38      | MPH |
| Average Speed - All Vehicles     | : | 38      | MPH |
| 85th Percentile Speed            | : | 47      | MPH |
| 95th Percentile Speed            | : | 52      | MPH |
| 10 MPH Pace Speed                | : | 35 - 44 | MPH |
| Number of Vehicles in Pace       | : | 2614    |     |
| Percentage of Vehicles in Pace   | : | 43.19%  |     |
| Number of Vehicles >= 25 MPH     | : | 5393    |     |
| Percentage of Vehicles >= 25 MPH | : | 89.11%  |     |



5/5/2011

City: Tracy

Project #: 11-7199-002s

Location: North of I-580/Mountain House Parkway interchange and ramps (Outside lanes only)

| Start Time     | Southbound |           | Hour Totals |           | Northbound |           | Hour Totals |           | Combined Totals |           |
|----------------|------------|-----------|-------------|-----------|------------|-----------|-------------|-----------|-----------------|-----------|
|                | Morning    | Afternoon | Morning     | Afternoon | Morning    | Afternoon | Morning     | Afternoon | Morning         | Afternoon |
| 12:00          | 14         | 36        |             |           | 13         | 37        |             |           |                 |           |
| 12:15          | 13         | 34        |             |           | 15         | 22        |             |           |                 |           |
| 12:30          | 2          | 30        |             |           | 14         | 24        |             |           |                 |           |
| 12:45          | 4          | 22        | 33          | 122       | 16         | 27        | 58          | 110       | 91              | 232       |
| 1:00           | 4          | 27        |             |           | 13         | 25        |             |           |                 |           |
| 1:15           | 5          | 39        |             |           | 18         | 35        |             |           |                 |           |
| 1:30           | 9          | 27        |             |           | 10         | 36        |             |           |                 |           |
| 1:45           | 2          | 30        | 20          | 123       | 16         | 26        | 57          | 122       | 77              | 245       |
| 2:00           | 5          | 31        |             |           | 15         | 29        |             |           |                 |           |
| 2:15           | 10         | 25        |             |           | 19         | 29        |             |           |                 |           |
| 2:30           | 7          | 28        |             |           | 20         | 44        |             |           |                 |           |
| 2:45           | 9          | 32        | 31          | 116       | 24         | 65        | 78          | 167       | 109             | 283       |
| 3:00           | 8          | 26        |             |           | 11         | 51        |             |           |                 |           |
| 3:15           | 7          | 18        |             |           | 22         | 41        |             |           |                 |           |
| 3:30           | 14         | 37        |             |           | 10         | 58        |             |           |                 |           |
| 3:45           | 13         | 24        | 42          | 105       | 21         | 72        | 64          | 222       | 106             | 327       |
| 4:00           | 19         | 29        |             |           | 22         | 55        |             |           |                 |           |
| 4:15           | 34         | 25        |             |           | 19         | 78        |             |           |                 |           |
| 4:30           | 32         | 28        |             |           | 20         | 90        |             |           |                 |           |
| 4:45           | 45         | 30        | 130         | 112       | 35         | 82        | 96          | 305       | 226             | 417       |
| 5:00           | 46         | 25        |             |           | 28         | 79        |             |           |                 |           |
| 5:15           | 90         | 23        |             |           | 42         | 87        |             |           |                 |           |
| 5:30           | 80         | 26        |             |           | 61         | 71        |             |           |                 |           |
| 5:45           | 83         | 22        | 299         | 96        | 59         | 70        | 190         | 307       | 489             | 403       |
| 6:00           | 81         | 35        |             |           | 38         | 55        |             |           |                 |           |
| 6:15           | 99         | 22        |             |           | 34         | 60        |             |           |                 |           |
| 6:30           | 74         | 23        |             |           | 30         | 41        |             |           |                 |           |
| 6:45           | 78         | 25        | 332         | 105       | 40         | 49        | 142         | 205       | 474             | 310       |
| 7:00           | 83         | 28        |             |           | 40         | 48        |             |           |                 |           |
| 7:15           | 60         | 26        |             |           | 34         | 57        |             |           |                 |           |
| 7:30           | 68         | 21        |             |           | 25         | 40        |             |           |                 |           |
| 7:45           | 44         | 15        | 255         | 90        | 35         | 35        | 134         | 180       | 389             | 270       |
| 8:00           | 34         | 14        |             |           | 32         | 27        |             |           |                 |           |
| 8:15           | 30         | 8         |             |           | 35         | 24        |             |           |                 |           |
| 8:30           | 45         | 12        |             |           | 29         | 19        |             |           |                 |           |
| 8:45           | 45         | 9         | 154         | 43        | 34         | 30        | 130         | 100       | 284             | 143       |
| 9:00           | 49         | 9         |             |           | 31         | 35        |             |           |                 |           |
| 9:15           | 40         | 12        |             |           | 28         | 21        |             |           |                 |           |
| 9:30           | 37         | 17        |             |           | 26         | 24        |             |           |                 |           |
| 9:45           | 47         | 11        | 173         | 49        | 26         | 20        | 111         | 100       | 284             | 149       |
| 10:00          | 35         | 12        |             |           | 31         | 21        |             |           |                 |           |
| 10:15          | 39         | 13        |             |           | 25         | 16        |             |           |                 |           |
| 10:30          | 35         | 11        |             |           | 36         | 20        |             |           |                 |           |
| 10:45          | 30         | 10        | 139         | 46        | 32         | 15        | 124         | 72        | 263             | 118       |
| 11:00          | 25         | 7         |             |           | 33         | 20        |             |           |                 |           |
| 11:15          | 34         | 7         |             |           | 39         | 8         |             |           |                 |           |
| 11:30          | 38         | 8         |             |           | 41         | 13        |             |           |                 |           |
| 11:45          | 30         | 7         | 127         | 29        | 40         | 13        | 153         | 54        | 280             | 83        |
| Total          | 1735       | 1036      | 1735        | 1036      | 1337       | 1944      | 1337        | 1944      | 3072            | 2980      |
| Combined Total | 2771       |           | 2771        |           | 3281       |           | 3281        |           | 6052            |           |
| AM Peak        | 5:30 AM    |           |             |           | 5:15 AM    |           |             |           |                 |           |
| Vol.           | 343        |           |             |           | 200        |           |             |           |                 |           |
| P.H.F.         | 0.866      |           |             |           | 0.820      |           |             |           |                 |           |
| PM Peak        | 1:15 PM    |           |             |           | 4:30 PM    |           |             |           |                 |           |
| Vol.           | 127        |           |             |           | 338        |           |             |           |                 |           |
| P.H.F.         | 0.814      |           |             |           | 0.939      |           |             |           |                 |           |
| Percentage     | 62.6%      | 37.4%     |             |           | 40.7%      | 59.3%     |             |           |                 |           |

# **Appendix C**

## **Screening Analysis**

Screening Analysis Table: 2035 Plus Phase 1 Project, PM Peak Hour Volumes

| Street                    | Segment                 | VOLUME |                | Screening Analysis | Notes   |
|---------------------------|-------------------------|--------|----------------|--------------------|---|
|                           |                         | 2035   | 2035 + Phase 1 |                    |   |
| Mountain House Parkway SB | N/O 205                 | 2380   | 2400           | 1%                 | Below 5%  |
| Mountain House Parkway NB | N/O 205                 | 2530   | 2630           | 4%                 | Below 5%  |
| Hansen SB                 | N/O Capital Parks Drive | 70     | 140            | 50%                | Very low volumes. Address through mitigation to control Project traffic use of the roadway north of I-205   |
| Hansen NB                 | N/O Capital Parks Drive | 80     | 120            | 33%                | See above   |
| Pavilion SB               | N/O Capital Parks Drive | 470    | 1000           | 53%                | Projected volumes similar to TMP forecasts. TMP defined system adequate to accommodate volumes. Project will contribute to defined improvements through TMP fees. |
| Pavilion NB               | N/O Capital Parks Drive | 370    | 1380           | 73%                | See above   |
| Lammers SB                | N/O 11th Street         | 1040   | 1040           | 0%                 | Below 5%  |
| Lammers NB                | N/O 11th Street         | 830    | 830            | 0%                 | Below 5%  |
| Lammers Extension SB      | N/O 205                 | 1420   | 2850           | 50%                | Volumes somewhat higher than TMP forecasts. Future roadway network to be defined as part of other development plans.  |
| Lammers Extension NB      | N/O 205                 | 1950   | 2930           | 33%                | See above.  |
| 11th EB                   | E/O Lammers Road        | 2510   | 2780           | 10%                | Projected volumes similar to TMP forecasts. TMP defined system adequate to accommodate volumes. Project will contribute to defined improvements through TMP fees. |
| 11th WB                   | E/O Lammers Road        | 1790   | 1790           | 0%                 | Below 5%  |
| New Schulte Road EB       | E/O Lammers Road        | 520    | 1220           | 57%                | Projected volumes similar to TMP forecasts. TMP defined system adequate to accommodate volumes. Project will contribute to defined improvements through TMP fees. |
| New Schulte Road WB       | E/O Lammers Road        | 480    | 770            | 38%                | Projected volumes similar to TMP forecasts. TMP defined system adequate to accommodate volumes. Project will contribute to defined improvements through TMP fees. |
| Old Schulte Road EB       | E/O Lammers Road        | 30     | 30             | 0%                 | Below 5%  |
| Old Schulte Road WB       | E/O Lammers Road        | 30     | 30             | 0%                 | Below 5%  |
| Valpico EB                | E/O Lammers Road        | 710    | 800            | 11%                | Projected volumes similar to TMP forecasts. TMP defined system adequate to accommodate volumes. Project will contribute to defined improvements through TMP fees. |
| Valpico WB                | E/O Lammers Road        | 400    | 440            | 9%                 | Projected volumes similar to TMP forecasts. TMP defined system adequate to accommodate volumes. Project will contribute to defined improvements through TMP fees. |

# **Appendix D**

## **LOS Calculation Worksheets**

# **Existing LOS Calculation Worksheets**

# HCM Signalized Intersection Capacity Analysis

## 1: I-205 WB On-Ramp & Mountain House Parkway

Existing  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    |      |      |      |      | ↕    | ↗↘   | ↖    | ↕↕   |      |      | ↕↕↕  | ↖     |
| Volume (vph)           | 0    | 0    | 0    | 285  | 1    | 245  | 13   | 105  | 0    | 0    | 341  | 307   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    |      |      |      |      | 4.0  | 4.0  | 4.0  | 4.0  |      |      | 4.0  | 2.3   |
| Lane Util. Factor      |      |      |      |      | 1.00 | 0.88 | 1.00 | 0.95 |      |      | 0.91 | 1.00  |
| Frbp, ped/bikes        |      |      |      |      | 1.00 | 1.00 | 1.00 | 1.00 |      |      | 1.00 | 0.99  |
| Flpb, ped/bikes        |      |      |      |      | 1.00 | 1.00 | 1.00 | 1.00 |      |      | 1.00 | 1.00  |
| Frt                    |      |      |      |      | 1.00 | 0.85 | 1.00 | 1.00 |      |      | 1.00 | 0.85  |
| Flt Protected          |      |      |      |      | 0.95 | 1.00 | 0.95 | 1.00 |      |      | 1.00 | 1.00  |
| Satd. Flow (prot)      |      |      |      |      | 1574 | 2814 | 1467 | 3167 |      |      | 4988 | 1595  |
| Flt Permitted          |      |      |      |      | 0.95 | 1.00 | 0.95 | 1.00 |      |      | 1.00 | 1.00  |
| Satd. Flow (perm)      |      |      |      |      | 1574 | 2814 | 1467 | 3167 |      |      | 4988 | 1595  |
| Peak-hour factor, PHF  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89  |
| Adj. Flow (vph)        | 0    | 0    | 0    | 320  | 1    | 275  | 15   | 118  | 0    | 0    | 383  | 345   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 0    | 176  | 0    | 0    | 0    | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 0    | 0    | 0    | 0    | 321  | 99   | 15   | 118  | 0    | 0    | 383  | 345   |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |      |      |      |      |      | 2     |
| Heavy Vehicles (%)     | 0%   | 0%   | 0%   | 15%  | 0%   | 1%   | 23%  | 14%  | 0%   | 0%   | 4%   | 0%    |
| Turn Type              |      |      |      | Perm |      | Perm | Prot |      |      |      |      | Free  |
| Protected Phases       |      |      |      |      | 8    |      | 5    | 2    |      |      | 6    |       |
| Permitted Phases       |      |      |      | 8    |      | 8    |      |      |      |      |      | Free  |
| Actuated Green, G (s)  |      |      |      |      | 14.6 | 14.6 | 1.1  | 18.4 |      |      | 12.8 | 43.8  |
| Effective Green, g (s) |      |      |      |      | 15.7 | 15.7 | 1.6  | 20.1 |      |      | 14.5 | 43.8  |
| Actuated g/C Ratio     |      |      |      |      | 0.36 | 0.36 | 0.04 | 0.46 |      |      | 0.33 | 1.00  |
| Clearance Time (s)     |      |      |      |      | 5.1  | 5.1  | 4.5  | 5.7  |      |      | 5.7  |       |
| Vehicle Extension (s)  |      |      |      |      | 3.0  | 3.0  | 3.0  | 3.0  |      |      | 3.0  |       |
| Lane Grp Cap (vph)     |      |      |      |      | 564  | 1009 | 54   | 1453 |      |      | 1651 | 1595  |
| v/s Ratio Prot         |      |      |      |      |      |      | 0.01 | 0.04 |      |      | 0.08 |       |
| v/s Ratio Perm         |      |      |      |      | 0.20 | 0.04 |      |      |      |      |      | c0.22 |
| v/c Ratio              |      |      |      |      | 0.57 | 0.10 | 0.28 | 0.08 |      |      | 0.23 | 0.22  |
| Uniform Delay, d1      |      |      |      |      | 11.3 | 9.3  | 20.5 | 6.7  |      |      | 10.6 | 0.0   |
| Progression Factor     |      |      |      |      | 1.00 | 1.00 | 1.00 | 1.00 |      |      | 1.00 | 1.00  |
| Incremental Delay, d2  |      |      |      |      | 1.3  | 0.0  | 2.8  | 0.0  |      |      | 0.1  | 0.3   |
| Delay (s)              |      |      |      |      | 12.6 | 9.4  | 23.3 | 6.7  |      |      | 10.7 | 0.3   |
| Level of Service       |      |      |      |      | B    | A    | C    | A    |      |      | B    | A     |
| Approach Delay (s)     |      | 0.0  |      |      | 11.1 |      |      | 8.6  |      |      | 5.8  |       |
| Approach LOS           |      | A    |      |      | B    |      |      | A    |      |      | A    |       |

### Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 8.2   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.36  |                      |     |
| Actuated Cycle Length (s)         | 43.8  | Sum of lost time (s) | 4.0 |
| Intersection Capacity Utilization | 33.3% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

# HCM Signalized Intersection Capacity Analysis

## 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations    | ↗    | ↖    | ↗    |      |      |      |      | ↑↑   | ↗    |      | ↑↑    |      |
| Volume (vph)           | 60   | 0    | 13   | 0    | 0    | 0    | 0    | 58   | 106  | 0    | 353   | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7  |      | 5.7   |      |
| Lane Util. Factor      | 0.95 | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00 |      | 0.95  |      |
| Frpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Frt                    | 1.00 | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85 |      | 1.00  |      |
| Flt Protected          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Satd. Flow (prot)      | 1715 | 1715 | 1404 |      |      |      |      | 2959 | 1009 |      | 3112  |      |
| Flt Permitted          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Satd. Flow (perm)      | 1715 | 1715 | 1404 |      |      |      |      | 2959 | 1009 |      | 3112  |      |
| Peak-hour factor, PHF  | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90  | 0.90 |
| Adj. Flow (vph)        | 67   | 0    | 14   | 0    | 0    | 0    | 0    | 64   | 118  | 0    | 392   | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 12   | 0    | 0    | 0    | 0    | 0    | 51   | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 33   | 34   | 2    | 0    | 0    | 0    | 0    | 64   | 67   | 0    | 392   | 0    |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |      |      |      |      |       | 1    |
| Heavy Vehicles (%)     | 0%   | 0%   | 15%  | 0%   | 0%   | 0%   | 0%   | 22%  | 60%  | 0%   | 16%   | 0%   |
| Turn Type              | Perm |      | Perm |      |      |      |      |      |      | Perm |       |      |
| Protected Phases       |      | 4    |      |      |      |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4    |      | 4    |      |      |      |      |      | 2    |      |       |      |
| Actuated Green, G (s)  | 4.8  | 4.8  | 4.8  |      |      |      |      | 20.6 | 20.6 |      | 20.6  |      |
| Effective Green, g (s) | 4.8  | 4.8  | 4.8  |      |      |      |      | 20.6 | 20.6 |      | 20.6  |      |
| Actuated g/C Ratio     | 0.13 | 0.13 | 0.13 |      |      |      |      | 0.57 | 0.57 |      | 0.57  |      |
| Clearance Time (s)     | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7  |      | 5.7   |      |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  |      |      |      |      | 3.0  | 3.0  |      | 3.0   |      |
| Lane Grp Cap (vph)     | 227  | 227  | 186  |      |      |      |      | 1684 | 574  |      | 1771  |      |
| v/s Ratio Prot         |      |      |      |      |      |      |      | 0.02 |      |      | c0.13 |      |
| v/s Ratio Perm         | 0.02 | 0.02 | 0.00 |      |      |      |      |      | 0.07 |      |       |      |
| v/c Ratio              | 0.15 | 0.15 | 0.01 |      |      |      |      | 0.04 | 0.12 |      | 0.22  |      |
| Uniform Delay, d1      | 13.9 | 13.9 | 13.6 |      |      |      |      | 3.4  | 3.6  |      | 3.8   |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Incremental Delay, d2  | 0.3  | 0.3  | 0.0  |      |      |      |      | 0.0  | 0.1  |      | 0.1   |      |
| Delay (s)              | 14.2 | 14.2 | 13.7 |      |      |      |      | 3.4  | 3.7  |      | 3.9   |      |
| Level of Service       | B    | B    | B    |      |      |      |      | A    | A    |      | A     |      |
| Approach Delay (s)     |      | 14.1 |      |      | 0.0  |      |      | 3.6  |      |      | 3.9   |      |
| Approach LOS           |      | B    |      |      | A    |      |      | A    |      |      | A     |      |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 5.1   | HCM Level of Service | A    |
| HCM Volume to Capacity ratio      | 0.21  |                      |      |
| Actuated Cycle Length (s)         | 36.2  | Sum of lost time (s) | 10.8 |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

# HCM Signalized Intersection Capacity Analysis

## 5: Old Schulte Road & Mountain House Parkway

Existing  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|-------|-------|------|-------|------|------|------|-------|------|
| Lane Configurations    |      |      |      |       |       |      |       |      |      |      |       |      |
| Volume (vph)           | 16   | 17   | 46   | 240   | 47    | 90   | 66    | 43   | 95   | 97   | 115   | 36   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5   | 7.5  | 7.5  | 7.5  | 7.5   | 7.5  |
| Lane Util. Factor      | 1.00 | 0.95 | 1.00 | 0.97  | 1.00  |      | 1.00  | 0.95 | 1.00 | 0.97 | 0.95  | 1.00 |
| Frbp, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00  | 0.99  |      | 1.00  | 1.00 | 0.99 | 1.00 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00  | 0.90  |      | 1.00  | 1.00 | 0.85 | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1444 | 2911 | 1429 | 3072  | 1094  |      | 1444  | 2714 | 1029 | 2382 | 2820  | 1214 |
| Flt Permitted          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1444 | 2911 | 1429 | 3072  | 1094  |      | 1444  | 2714 | 1029 | 2382 | 2820  | 1214 |
| Peak-hour factor, PHF  | 0.88 | 0.88 | 0.88 | 0.88  | 0.88  | 0.88 | 0.88  | 0.88 | 0.88 | 0.88 | 0.88  | 0.88 |
| Adj. Flow (vph)        | 18   | 19   | 52   | 273   | 53    | 102  | 75    | 49   | 108  | 110  | 131   | 41   |
| RTOR Reduction (vph)   | 0    | 0    | 47   | 0     | 32    | 0    | 0     | 0    | 91   | 0    | 0     | 31   |
| Lane Group Flow (vph)  | 18   | 19   | 5    | 273   | 123   | 0    | 75    | 49   | 17   | 110  | 131   | 10   |
| Confl. Peds. (#/hr)    | 2    |      |      |       |       | 2    |       |      | 1    | 1    |       |      |
| Heavy Vehicles (%)     | 25%  | 24%  | 13%  | 14%   | 38%   | 64%  | 25%   | 33%  | 55%  | 47%  | 28%   | 33%  |
| Turn Type              | Prot |      | Perm | Prot  |       |      | Prot  |      | Perm | Prot |       | Perm |
| Protected Phases       | 7    | 4    |      | 3     | 8     |      | 5     | 2    |      | 1    | 6     |      |
| Permitted Phases       |      |      | 4    |       |       |      |       |      | 2    |      |       | 6    |
| Actuated Green, G (s)  | 2.9  | 7.6  | 7.6  | 16.6  | 21.3  |      | 8.3   | 12.7 | 12.7 | 15.3 | 19.7  | 19.7 |
| Effective Green, g (s) | 2.9  | 7.6  | 7.6  | 16.6  | 21.3  |      | 8.3   | 12.7 | 12.7 | 15.3 | 19.7  | 19.7 |
| Actuated g/C Ratio     | 0.04 | 0.09 | 0.09 | 0.20  | 0.26  |      | 0.10  | 0.15 | 0.15 | 0.19 | 0.24  | 0.24 |
| Clearance Time (s)     | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5   | 7.5  | 7.5  | 7.5  | 7.5   | 7.5  |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   |      | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 51   | 269  | 132  | 620   | 283   |      | 146   | 419  | 159  | 443  | 676   | 291  |
| v/s Ratio Prot         | 0.01 | 0.01 |      | c0.09 | c0.11 |      | c0.05 | 0.02 |      | 0.05 | c0.05 |      |
| v/s Ratio Perm         |      |      | 0.00 |       |       |      |       |      | 0.02 |      |       | 0.01 |
| v/c Ratio              | 0.35 | 0.07 | 0.04 | 0.44  | 0.44  |      | 0.51  | 0.12 | 0.10 | 0.25 | 0.19  | 0.03 |
| Uniform Delay, d1      | 38.7 | 34.1 | 34.0 | 28.7  | 25.4  |      | 35.0  | 29.9 | 29.9 | 28.5 | 24.9  | 24.0 |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 4.2  | 0.1  | 0.1  | 0.5   | 1.1   |      | 3.0   | 0.1  | 0.3  | 0.3  | 0.1   | 0.0  |
| Delay (s)              | 42.9 | 34.2 | 34.1 | 29.2  | 26.5  |      | 38.1  | 30.0 | 30.2 | 28.8 | 25.1  | 24.0 |
| Level of Service       | D    | C    | C    | C     | C     |      | D     | C    | C    | C    | C     | C    |
| Approach Delay (s)     |      | 35.9 |      |       | 28.2  |      |       | 32.7 |      |      | 26.4  |      |
| Approach LOS           |      | D    |      |       | C     |      |       | C    |      |      | C     |      |

### Intersection Summary


















|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 29.4  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.40  |                      |      |
| Actuated Cycle Length (s)         | 82.2  | Sum of lost time (s) | 30.0 |
| Intersection Capacity Utilization | 44.5% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |



# HCM Unsignalized Intersection Capacity Analysis

## 6: Mountain House Parkway & I-580 WB On-Ramp

Existing  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |     |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|-----|--|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |     |  |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |     |  |
| Volume (veh/h)                    | 15  | 85  | 0   | 0   | 216   | 185   | 53   | 0   | 119   | 0   | 0   | 0   |     |  |
| Sign Control                      |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |     |  |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |     |  |
| Peak Hour Factor                  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85   | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  |     |  |
| Hourly flow rate (vph)            | 18  | 100   | 0   | 0   | 254   | 218   | 62   | 0   | 140   | 0   | 0   | 0   |     |  |
| Pedestrians                       |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| Lane Width (ft)                   |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| Walking Speed (ft/s)              |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| Percent Blockage                  |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   |   | 3   |   |   |     |  |
| Median type                       | None  |   |   |   | None  |   |  |   |   |   |   |   |     |  |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| Upstream signal (ft)              |   |   |   |   | 1190  |   |  |   |   |   |   |   |     |  |
| pX, platoon unblocked             |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| vC, conflicting volume            | 254   |   |   | 100   |   |   |  | 389   | 389   | 100   | 389   | 389   | 254 |  |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| vCu, unblocked vol                | 254   |   |   | 100   |   |   |  | 389   | 389   | 100   | 389   | 389   | 254 |  |
| tC, single (s)                    | 4.1   |   |   | 4.1   |   |   |  | 7.1   | 6.5   | 6.6   | 7.1   | 6.5   | 6.2 |  |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| tF (s)                            | 2.2   |   |   | 2.2   |   |   |  | 3.5   | 4.0   | 3.7   | 3.5   | 4.0   | 3.3 |  |
| p0 queue free %                   | 99  |   |   | 100   |   |   |  | 89  | 100   | 84  | 100   | 100   | 100 |  |
| cM capacity (veh/h)               | 1323  |   |   | 1505  |   |   |  | 567   | 542   | 859   | 475   | 542   | 789 |  |
| <b>Direction, Lane #</b>          | <b>EB 1</b>   | <b>WB 1</b>   | <b>WB 2</b>   | <b>NB 1</b>   |   |   |  |   |   |   |   |   |     |  |
| Volume Total                      | 118   | 254   | 218   | 202   |   |   |  |   |   |   |   |   |     |  |
| Volume Left                       | 18  | 0   | 0   | 62  |   |   |  |   |   |   |   |   |     |  |
| Volume Right                      | 0   | 0   | 218   | 140   |   |   |  |   |   |   |   |   |     |  |
| cSH                               | 1323  | 1700  | 1700  | 1241  |   |   |  |   |   |   |   |   |     |  |
| Volume to Capacity                | 0.01  | 0.15  | 0.13  | 0.16  |   |   |  |   |   |   |   |   |     |  |
| Queue Length 95th (ft)            | 1   | 0   | 0   | 15  |   |   |  |   |   |   |   |   |     |  |
| Control Delay (s)                 | 1.3   | 0.0   | 0.0   | 10.7  |   |   |  |   |   |   |   |   |     |  |
| Lane LOS                          | A   |   |   | B   |   |   |  |   |   |   |   |   |     |  |
| Approach Delay (s)                | 1.3   | 0.0   |   |   | 10.7  |   |  |   |   |   |   |   |     |  |
| Approach LOS                      |   |   |   | B   |   |   |  |   |   |   |   |   |     |  |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |     |  |
| Average Delay                     |   |   | 2.9   |   |   |   |  |   |   |   |   |   |     |  |
| Intersection Capacity Utilization |   |   | 30.1%   |   |   |   | ICU Level of Service   |   |   |   | A   |   |     |  |
| Analysis Period (min)             | 15  |   |   |   |   |   |  |   |   |   |   |   |     |  |

# HCM Unsignalized Intersection Capacity Analysis

## 7: Mountain House Parkway & I-580 EB Off-Ramp

Existing  
AM Peak Hour





















| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔    |      |      | ↔    |      |      |      |      |      | ↔    | ↔    |
| Volume (veh/h)         | 0    | 32   | 12   | 63   | 206  | 0    | 0    | 0    | 0    | 68   | 1    | 11   |
| Sign Control           |      | Free |      |      | Free |      |      | Stop |      |      | Stop |      |
| Grade                  |      | 0%   |      |      | 0%   |      |      | 0%   |      |      | 0%   |      |
| 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 |
| Hourly flow rate (vph) | 0    | 37   | 14   | 73   | 240  | 0    | 0    | 0    | 0    | 79   | 1    | 13   |
| Pedestrians            |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |      |      |      |      |      | 2    |
| Median type            |      | None |      |      | None |      |      |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC, conflicting volume | 240  |      |      | 51   |      |      | 431  | 430  | 44   | 430  | 437  | 240  |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vCu, unblocked vol     | 240  |      |      | 51   |      |      | 431  | 430  | 44   | 430  | 437  | 240  |
| tC, single (s)         | 4.1  |      |      | 4.6  |      |      | 7.1  | 6.5  | 6.2  | 7.6  | 6.5  | 6.4  |
| tC, 2 stage (s)        |      |      |      |      |      |      |      |      |      |      |      |      |
| tF (s)                 | 2.2  |      |      | 2.7  |      |      | 3.5  | 4.0  | 3.3  | 3.9  | 4.0  | 3.5  |
| p0 queue free %        | 100  |      |      | 94   |      |      | 100  | 100  | 100  | 82   | 100  | 98   |
| cM capacity (veh/h)    | 1339 |      |      | 1292 |      |      | 505  | 491  | 1032 | 446  | 487  | 762  |

| Direction, Lane #      | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total           | 51   | 313  | 93   |
| Volume Left            | 0    | 73   | 79   |
| Volume Right           | 14   | 0    | 13   |
| cSH                    | 1700 | 1292 | 518  |
| Volume to Capacity     | 0.03 | 0.06 | 0.18 |
| Queue Length 95th (ft) | 0    | 5    | 16   |
| Control Delay (s)      | 0.0  | 2.3  | 14.1 |
| Lane LOS               |      | A    | B    |
| Approach Delay (s)     | 0.0  | 2.3  | 14.1 |
| Approach LOS           |      |      | B    |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| Average Delay                     |       | 4.4                  |
| Intersection Capacity Utilization | 31.5% | ICU Level of Service |
| Analysis Period (min)             |       | 15                   |
|                                   |       | A                    |

































HCM Unsignalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

Existing  
 AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|--|--|--|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |  |  |  |
| Lane Configurations               |   |  |  |   |  |   |  |  |   |   |  |   |  |  |  |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Stop  |   |   | Stop  |   |  |  |  |
| Volume (vph)                      | 3   | 54  | 15  | 2   | 255   | 34  | 24  | 3   | 7   | 34  | 2   | 13  |  |  |  |
| Peak Hour Factor                  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  |  |  |  |
| Hourly flow rate (vph)            | 3   | 62  | 17  | 2   | 293   | 39  | 28  | 3   | 8   | 39  | 2   | 15  |  |  |  |
| Direction, Lane #                 | EB 1  | EB 2  | WB 1  | NB 1  | NB 2  | SB 1  |   |   |   |   |   |   |  |  |  |
| Volume Total (vph)                | 66  | 17  | 334   | 28  | 11  | 56  |   |   |   |   |   |   |  |  |  |
| Volume Left (vph)                 | 3   | 0   | 2   | 28  | 0   | 39  |   |   |   |   |   |   |  |  |  |
| Volume Right (vph)                | 0   | 17  | 39  | 0   | 8   | 15  |   |   |   |   |   |   |  |  |  |
| Hadj (s)                          | 0.06  | -0.67   | -0.03   | 0.53  | -0.46   | 0.01  |   |   |   |   |   |   |  |  |  |
| Departure Headway (s)             | 5.1   | 4.4   | 4.8   | 6.1   | 5.2   | 5.6   |   |   |   |   |   |   |  |  |  |
| Degree Utilization, x             | 0.09  | 0.02  | 0.45  | 0.05  | 0.02  | 0.09  |   |   |   |   |   |   |  |  |  |
| Capacity (veh/h)                  | 679   | 782   | 725   | 543   | 640   | 590   |   |   |   |   |   |   |  |  |  |
| Control Delay (s)                 | 7.5   | 6.3   | 11.7  | 8.2   | 7.0   | 9.2   |   |   |   |   |   |   |  |  |  |
| Approach Delay (s)                | 7.2   |   | 11.7  | 7.9   |   | 9.2   |   |   |   |   |   |   |  |  |  |
| Approach LOS                      | A   |   | B   | A   |   | A   |   |   |   |   |   |   |  |  |  |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |  |  |  |
| Delay                             |   |   | 10.4  |   |   |   |   |   |   |   |   |   |  |  |  |
| HCM Level of Service              |   |   | B   |   |   |   |   |   |   |   |   |   |  |  |  |
| Intersection Capacity Utilization |   |   | 33.2%   |   |   |   | ICU Level of Service  |   |   |   | A   |   |  |  |  |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |  |  |  |

HCM Signalized Intersection Capacity Analysis  
 17: 11th Street & Lammers Road

Existing  
 AM Peak Hour

|                                   |    |    |  |  |    |  |    |    |  |    |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |    |  |  |    |  |   |   |  |   |  |  |
| Volume (vph)                      | 23  | 237   | 89  | 300   | 937   | 78  | 120   | 137   | 369   | 53  | 120   | 76  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   |
| Lane Util. Factor                 | 0.97  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  | 0.97  | 0.95  | 1.00  | 0.97  | 1.00  | 1.00  |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.98  | 1.00  | 1.00  | 1.00  |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 3433  | 3539  | 1551  | 3433  | 1863  | 1583  |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 3433  | 3539  | 1551  | 3433  | 1863  | 1583  |
| Peak-hour factor, PHF             | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  |
| Adj. Flow (vph)                   | 27  | 276   | 103   | 349   | 1090  | 91  | 140   | 159   | 429   | 62  | 140   | 88  |
| RTOR Reduction (vph)              | 0   | 0   | 90  | 0   | 0   | 53  | 0   | 0   | 374   | 0   | 0   | 75  |
| Lane Group Flow (vph)             | 27  | 276   | 13  | 349   | 1090  | 38  | 140   | 159   | 55  | 62  | 140   | 13  |
| Confl. Peds. (#/hr)               |   |   |   |   |   |   |   |   | 14  | 14  |   |   |
| Turn Type                         | Prot  |   | Perm  | Prot  |   | Perm  | Prot  |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  | 5   | 2   |   | 1   | 6   |   | 7   | 4   |   | 3   | 8   |   |
| Permitted Phases                  |   |   | 2   |   |   | 6   |   |   | 4   |   |   | 8   |
| Actuated Green, G (s)             | 3.1   | 10.2  | 10.2  | 27.3  | 34.4  | 34.4  | 9.0   | 10.5  | 10.5  | 10.3  | 11.8  | 11.8  |
| Effective Green, g (s)            | 3.1   | 10.2  | 10.2  | 27.3  | 34.4  | 34.4  | 9.0   | 10.5  | 10.5  | 10.3  | 11.8  | 11.8  |
| Actuated g/C Ratio                | 0.04  | 0.13  | 0.13  | 0.33  | 0.42  | 0.42  | 0.11  | 0.13  | 0.13  | 0.13  | 0.14  | 0.14  |
| Clearance Time (s)                | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 131   | 636   | 198   | 593   | 2146  | 668   | 379   | 456   | 200   | 434   | 270   | 229   |
| v/s Ratio Prot                    | 0.01  | 0.05  |   | c0.20   | c0.21   |   | c0.04   | 0.04  |   | 0.02  | c0.08   |   |
| v/s Ratio Perm                    |   |   | 0.01  |   |   | 0.02  |   |   | 0.04  |   |   | 0.01  |
| v/c Ratio                         | 0.21  | 0.43  | 0.07  | 0.59  | 0.51  | 0.06  | 0.37  | 0.35  | 0.28  | 0.14  | 0.52  | 0.06  |
| Uniform Delay, d1                 | 38.0  | 33.0  | 31.4  | 22.4  | 17.3  | 13.9  | 33.6  | 32.4  | 32.1  | 31.7  | 32.2  | 30.0  |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 0.8   | 0.5   | 0.1   | 1.5   | 0.2   | 0.0   | 0.6   | 0.5   | 0.8   | 0.2   | 1.7   | 0.1   |
| Delay (s)                         | 38.8  | 33.5  | 31.6  | 23.9  | 17.5  | 14.0  | 34.2  | 32.8  | 32.8  | 31.8  | 33.9  | 30.1  |
| Level of Service                  | D   | C   | C   | C   | B   | B   | C   | C   | C   | C   | C   | C   |
| Approach Delay (s)                |   | 33.3  |   |   | 18.8  |   |   | 33.1  |   |   | 32.3  |   |
| Approach LOS                      |   | C   |   |   | B   |   |   | C   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 25.6  |   |   |   | HCM Level of Service  |   |   | C   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.56  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 81.5  |   |   |   | Sum of lost time (s)  |   | 23.2  |   |   |   |
| Intersection Capacity Utilization |   |   | 60.7%   |   |   |   | ICU Level of Service  |   | B   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing  
 AM Peak Hour



| Movement                          | EBL   | EBR  | NBL   | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|------|-------|----------------------|------|------|
| Lane Configurations               |       |      |       |                      |      |      |
| Sign Control                      | Stop  |      |       | Stop                 | Stop |      |
| Volume (vph)                      | 39    | 36   | 208   | 423                  | 221  | 70   |
| Peak Hour Factor                  | 0.87  | 0.87 | 0.87  | 0.87                 | 0.87 | 0.87 |
| Hourly flow rate (vph)            | 45    | 41   | 239   | 486                  | 254  | 80   |
| Direction, Lane #                 | EB 1  | NB 1 | SB 1  |                      |      |      |
| Volume Total (vph)                | 86    | 725  | 334   |                      |      |      |
| Volume Left (vph)                 | 45    | 239  | 0     |                      |      |      |
| Volume Right (vph)                | 41    | 0    | 80    |                      |      |      |
| Hadj (s)                          | -0.15 | 0.10 | -0.11 |                      |      |      |
| Departure Headway (s)             | 6.2   | 4.7  | 4.9   |                      |      |      |
| Degree Utilization, x             | 0.15  | 0.95 | 0.46  |                      |      |      |
| Capacity (veh/h)                  | 556   | 756  | 721   |                      |      |      |
| Control Delay (s)                 | 10.2  | 41.8 | 12.0  |                      |      |      |
| Approach Delay (s)                | 10.2  | 41.8 | 12.0  |                      |      |      |
| Approach LOS                      | B     | E    | B     |                      |      |      |
| Intersection Summary              |       |      |       |                      |      |      |
| Delay                             |       |      | 30.7  |                      |      |      |
| HCM Level of Service              |       |      | D     |                      |      |      |
| Intersection Capacity Utilization |       |      | 64.0% | ICU Level of Service | C    |      |
| Analysis Period (min)             |       |      | 15    |                      |      |      |

HCM Unsignalized Intersection Capacity Analysis  
 20: Valpico Road & Lammers Road

Existing  
 AM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |
| Volume (veh/h)         | 6    | 403  | 6    | 8    | 174  | 8    |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 7    | 458  | 7    | 9    | 198  | 9    |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 416  | 11   |      |      | 16   |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 416  | 11   |      |      | 16   |      |
| tC, single (s)         | 6.4  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 99   | 57   |      |      | 88   |      |
| cM capacity (veh/h)    | 520  | 1069 |      |      | 1602 |      |

| Direction, Lane #      | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total           | 465  | 16   | 207  |
| Volume Left            | 7    | 0    | 198  |
| Volume Right           | 458  | 9    | 0    |
| cSH                    | 1053 | 1700 | 1602 |
| Volume to Capacity     | 0.44 | 0.01 | 0.12 |
| Queue Length 95th (ft) | 57   | 0    | 11   |
| Control Delay (s)      | 11.1 | 0.0  | 7.3  |
| Lane LOS               | B    |      | A    |
| Approach Delay (s)     | 11.1 | 0.0  | 7.3  |
| Approach LOS           | B    |      |      |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Average Delay                     |  | 9.7   |                        |
| Intersection Capacity Utilization |  | 48.7% | ICU Level of Service A |
| Analysis Period (min)             |  | 15    |                        |

# HCM Signalized Intersection Capacity Analysis

## 1: I-205 WB On-Ramp & Mountain House Parkway

Existing  
PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|-------|------|------|------|------|
| Lane Configurations    |      |      |      |      | ↕    | ↗↘   | ↖    | ↕↕    |      |      | ↕↕↕  | ↖    |
| Volume (vph)           | 0    | 0    | 0    | 138  | 0    | 255  | 10   | 333   | 0    | 0    | 261  | 86   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    |      |      |      |      | 4.0  | 4.0  | 4.0  | 4.0   |      |      | 4.0  | 2.3  |
| Lane Util. Factor      |      |      |      |      | 1.00 | 0.88 | 1.00 | 0.95  |      |      | 0.91 | 1.00 |
| Frbp, ped/bikes        |      |      |      |      | 1.00 | 1.00 | 1.00 | 1.00  |      |      | 1.00 | 1.00 |
| Flpb, ped/bikes        |      |      |      |      | 1.00 | 1.00 | 1.00 | 1.00  |      |      | 1.00 | 1.00 |
| Frt                    |      |      |      |      | 1.00 | 0.85 | 1.00 | 1.00  |      |      | 1.00 | 0.85 |
| Flt Protected          |      |      |      |      | 0.95 | 1.00 | 0.95 | 1.00  |      |      | 1.00 | 1.00 |
| Satd. Flow (prot)      |      |      |      |      | 1570 | 2842 | 1641 | 3539  |      |      | 5136 | 1599 |
| Flt Permitted          |      |      |      |      | 0.95 | 1.00 | 0.95 | 1.00  |      |      | 1.00 | 1.00 |
| Satd. Flow (perm)      |      |      |      |      | 1570 | 2842 | 1641 | 3539  |      |      | 5136 | 1599 |
| Peak-hour factor, PHF  | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93  | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph)        | 0    | 0    | 0    | 148  | 0    | 274  | 11   | 358   | 0    | 0    | 281  | 92   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 0    | 199  | 0    | 0     | 0    | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 0    | 0    | 0    | 0    | 148  | 75   | 11   | 358   | 0    | 0    | 281  | 92   |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |      |       | 2    |      |      |      |
| Heavy Vehicles (%)     | 0%   | 0%   | 0%   | 15%  | 0%   | 0%   | 10%  | 2%    | 0%   | 0%   | 1%   | 1%   |
| Turn Type              |      |      |      | Perm |      | Perm | Prot |       |      |      |      | Free |
| Protected Phases       |      |      |      |      | 8    |      | 5    | 2     |      |      | 6    |      |
| Permitted Phases       |      |      |      | 8    |      | 8    |      |       |      |      |      | Free |
| Actuated Green, G (s)  |      |      |      |      | 9.3  | 9.3  | 1.2  | 18.0  |      |      | 12.3 | 38.1 |
| Effective Green, g (s) |      |      |      |      | 10.4 | 10.4 | 1.7  | 19.7  |      |      | 14.0 | 38.1 |
| Actuated g/C Ratio     |      |      |      |      | 0.27 | 0.27 | 0.04 | 0.52  |      |      | 0.37 | 1.00 |
| Clearance Time (s)     |      |      |      |      | 5.1  | 5.1  | 4.5  | 5.7   |      |      | 5.7  |      |
| Vehicle Extension (s)  |      |      |      |      | 3.0  | 3.0  | 3.0  | 3.0   |      |      | 3.0  |      |
| Lane Grp Cap (vph)     |      |      |      |      | 429  | 776  | 73   | 1830  |      |      | 1887 | 1599 |
| v/s Ratio Prot         |      |      |      |      |      |      | 0.01 | c0.10 |      |      | 0.05 |      |
| v/s Ratio Perm         |      |      |      |      | 0.09 | 0.03 |      |       |      |      |      | 0.06 |
| v/c Ratio              |      |      |      |      | 0.34 | 0.10 | 0.15 | 0.20  |      |      | 0.15 | 0.06 |
| Uniform Delay, d1      |      |      |      |      | 11.1 | 10.3 | 17.5 | 4.9   |      |      | 8.1  | 0.0  |
| Progression Factor     |      |      |      |      | 1.00 | 1.00 | 1.00 | 1.00  |      |      | 1.00 | 1.00 |
| Incremental Delay, d2  |      |      |      |      | 0.5  | 0.1  | 1.0  | 0.1   |      |      | 0.0  | 0.1  |
| Delay (s)              |      |      |      |      | 11.6 | 10.4 | 18.5 | 5.0   |      |      | 8.1  | 0.1  |
| Level of Service       |      |      |      |      | B    | B    | B    | A     |      |      | A    | A    |
| Approach Delay (s)     |      | 0.0  |      |      | 10.8 |      |      | 5.4   |      |      | 6.1  |      |
| Approach LOS           |      | A    |      |      | B    |      |      | A     |      |      | A    |      |

### Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 7.6   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.25  |                      |     |
| Actuated Cycle Length (s)         | 38.1  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 25.6% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

# HCM Signalized Intersection Capacity Analysis

## 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing  
PM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|-------|------|------|------|
| Lane Configurations    |       |      |      |      |      |      |      |      |       |      |      |      |
| Volume (vph)           | 263   | 5    | 26   | 0    | 0    | 0    | 0    | 80   | 335   | 0    | 189  | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7   |      | 5.7  |      |
| Lane Util. Factor      | 0.95  | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00  |      | 0.95 |      |
| Frbp, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 0.98  |      | 1.00 |      |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Frt                    | 1.00  | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85  |      | 1.00 |      |
| Flt Protected          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (prot)      | 1715  | 1722 | 1495 |      |      |      |      | 3343 | 1437  |      | 3195 |      |
| Flt Permitted          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (perm)      | 1715  | 1722 | 1495 |      |      |      |      | 3343 | 1437  |      | 3195 |      |
| Peak-hour factor, PHF  | 0.87  | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87  | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph)        | 302   | 6    | 30   | 0    | 0    | 0    | 0    | 92   | 385   | 0    | 217  | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 22   | 0    | 0    | 0    | 0    | 0    | 234   | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 154   | 154  | 8    | 0    | 0    | 0    | 0    | 92   | 151   | 0    | 217  | 0    |
| Confl. Bikes (#/hr)    |       |      |      |      |      |      |      |      | 1     |      |      |      |
| Heavy Vehicles (%)     | 0%    | 0%   | 8%   | 0%   | 0%   | 0%   | 0%   | 8%   | 10%   | 0%   | 13%  | 0%   |
| Turn Type              | Perm  |      | Perm |      |      |      |      |      | Perm  |      |      |      |
| Protected Phases       |       | 4    |      |      |      |      |      | 2    |       |      | 6    |      |
| Permitted Phases       | 4     |      | 4    |      |      |      |      |      | 2     |      |      |      |
| Actuated Green, G (s)  | 8.6   | 8.6  | 8.6  |      |      |      |      | 12.5 | 12.5  |      | 12.5 |      |
| Effective Green, g (s) | 8.6   | 8.6  | 8.6  |      |      |      |      | 12.5 | 12.5  |      | 12.5 |      |
| Actuated g/C Ratio     | 0.27  | 0.27 | 0.27 |      |      |      |      | 0.39 | 0.39  |      | 0.39 |      |
| Clearance Time (s)     | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7   |      | 5.7  |      |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  |      |      |      |      | 3.0  | 3.0   |      | 3.0  |      |
| Lane Grp Cap (vph)     | 462   | 464  | 403  |      |      |      |      | 1310 | 563   |      | 1252 |      |
| v/s Ratio Prot         |       |      |      |      |      |      |      | 0.03 |       |      | 0.07 |      |
| v/s Ratio Perm         | c0.09 | 0.09 | 0.01 |      |      |      |      |      | c0.10 |      |      |      |
| v/c Ratio              | 0.33  | 0.33 | 0.02 |      |      |      |      | 0.07 | 0.27  |      | 0.17 |      |
| Uniform Delay, d1      | 9.3   | 9.3  | 8.6  |      |      |      |      | 6.1  | 6.6   |      | 6.3  |      |
| Progression Factor     | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Incremental Delay, d2  | 0.4   | 0.4  | 0.0  |      |      |      |      | 0.0  | 0.3   |      | 0.1  |      |
| Delay (s)              | 9.8   | 9.8  | 8.6  |      |      |      |      | 6.1  | 6.8   |      | 6.4  |      |
| Level of Service       | A     | A    | A    |      |      |      |      | A    | A     |      | A    |      |
| Approach Delay (s)     |       | 9.7  |      |      | 0.0  |      |      | 6.7  |       |      | 6.4  |      |
| Approach LOS           |       | A    |      |      | A    |      |      | A    |       |      | A    |      |

### Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 7.6   | HCM Level of Service | A    |
| HCM Volume to Capacity ratio      | 0.29  |                      |      |
| Actuated Cycle Length (s)         | 31.9  | Sum of lost time (s) | 10.8 |
| Intersection Capacity Utilization | 37.2% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |



# HCM Signalized Intersection Capacity Analysis

## 5: Old Schulte Road & Mountain House Parkway

Existing  
PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations    |      |      |      |      |       |      |      |      |       |      |      |      |
| Volume (vph)           | 56   | 35   | 99   | 92   | 33    | 123  | 59   | 112  | 299   | 111  | 60   | 18   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   |      | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  |
| Lane Util. Factor      | 1.00 | 0.95 | 1.00 | 0.97 | 1.00  |      | 1.00 | 0.95 | 1.00  | 0.97 | 0.95 | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00 | 0.88  |      | 1.00 | 1.00 | 0.85  | 1.00 | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95 | 1.00  |      | 0.95 | 1.00 | 1.00  | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1597 | 3505 | 1553 | 2779 | 1471  |      | 1612 | 3471 | 1509  | 3072 | 3139 | 1077 |
| Flt Permitted          | 0.64 | 1.00 | 1.00 | 0.73 | 1.00  |      | 0.71 | 1.00 | 1.00  | 0.67 | 1.00 | 1.00 |
| Satd. Flow (perm)      | 1079 | 3505 | 1553 | 2132 | 1471  |      | 1202 | 3471 | 1509  | 2161 | 3139 | 1077 |
| Peak-hour factor, PHF  | 0.85 | 0.85 | 0.85 | 0.85 | 0.85  | 0.85 | 0.85 | 0.85 | 0.85  | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph)        | 66   | 41   | 116  | 108  | 39    | 145  | 69   | 132  | 352   | 131  | 71   | 21   |
| RTOR Reduction (vph)   | 0    | 0    | 70   | 0    | 87    | 0    | 0    | 0    | 211   | 0    | 0    | 13   |
| Lane Group Flow (vph)  | 66   | 41   | 46   | 108  | 97    | 0    | 69   | 132  | 141   | 131  | 71   | 8    |
| Heavy Vehicles (%)     | 13%  | 3%   | 4%   | 26%  | 6%    | 16%  | 12%  | 4%   | 7%    | 14%  | 15%  | 50%  |
| Turn Type              | Perm |      | Perm | Perm |       |      | Perm |      | Perm  | Perm |      | Perm |
| Protected Phases       |      | 4    |      |      | 8     |      |      | 2    |       |      | 6    |      |
| Permitted Phases       | 4    |      | 4    | 8    |       |      | 2    |      | 2     | 6    |      | 6    |
| Actuated Green, G (s)  | 16.0 | 16.0 | 16.0 | 16.0 | 16.0  |      | 16.0 | 16.0 | 16.0  | 16.0 | 16.0 | 16.0 |
| Effective Green, g (s) | 16.0 | 16.0 | 16.0 | 16.0 | 16.0  |      | 16.0 | 16.0 | 16.0  | 16.0 | 16.0 | 16.0 |
| Actuated g/C Ratio     | 0.40 | 0.40 | 0.40 | 0.40 | 0.40  |      | 0.40 | 0.40 | 0.40  | 0.40 | 0.40 | 0.40 |
| Clearance Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   |      | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  |
| Lane Grp Cap (vph)     | 432  | 1402 | 621  | 853  | 588   |      | 481  | 1388 | 604   | 864  | 1256 | 431  |
| v/s Ratio Prot         |      | 0.01 |      |      | c0.07 |      |      | 0.04 |       |      | 0.02 |      |
| v/s Ratio Perm         | 0.06 |      | 0.03 | 0.05 |       |      | 0.06 |      | c0.09 | 0.06 |      | 0.01 |
| v/c Ratio              | 0.15 | 0.03 | 0.07 | 0.13 | 0.16  |      | 0.14 | 0.10 | 0.23  | 0.15 | 0.06 | 0.02 |
| Uniform Delay, d1      | 7.7  | 7.3  | 7.4  | 7.6  | 7.7   |      | 7.6  | 7.5  | 7.9   | 7.7  | 7.4  | 7.3  |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  |      | 1.00 | 1.00 | 1.00  | 0.61 | 0.50 | 0.81 |
| Incremental Delay, d2  | 0.7  | 0.0  | 0.2  | 0.3  | 0.6   |      | 0.6  | 0.1  | 0.9   | 0.4  | 0.1  | 0.1  |
| Delay (s)              | 8.4  | 7.3  | 7.7  | 7.9  | 8.3   |      | 8.3  | 7.6  | 8.8   | 5.1  | 3.8  | 6.0  |
| Level of Service       | A    | A    | A    | A    | A     |      | A    | A    | A     | A    | A    | A    |
| Approach Delay (s)     |      | 7.8  |      |      | 8.2   |      |      | 8.5  |       |      | 4.7  |      |
| Approach LOS           |      | A    |      |      | A     |      |      | A    |       |      | A    |      |


















### Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 7.6   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.20  |                      |     |
| Actuated Cycle Length (s)         | 40.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 35.2% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

# HCM Unsignalized Intersection Capacity Analysis

## 6: Mountain House Parkway & I-580 WB On-Ramp

Existing  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |
| Volume (veh/h)                    | 8   | 397   | 0   | 0   | 151   | 100   | 6  | 1   | 73  | 0   | 0   | 0   |
| Sign Control                      |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| 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  |
| Hourly flow rate (vph)            | 9   | 427   | 0   | 0   | 162   | 108   | 6  | 1   | 78  | 0   | 0   | 0   |
| Pedestrians                       |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Width (ft)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| Walking Speed (ft/s)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Percent Blockage                  |   |   |   |   |   |   |  |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   | 3   |   |   |   |
| Median type                       |   | None  |   |   | None  |   |  |   |   |   |   |   |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Upstream signal (ft)              |   |   |   |   | 1190  |   |  |   |   |   |   |   |
| pX, platoon unblocked             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC, conflicting volume            | 162   |   |   | 427   |   |   | 606  | 606   | 427   | 607   | 606   | 162   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vCu, unblocked vol                | 162   |   |   | 427   |   |   | 606  | 606   | 427   | 607   | 606   | 162   |
| tC, single (s)                    | 4.1   |   |   | 4.1   |   |   | 7.1  | 6.5   | 6.3   | 7.1   | 6.5   | 6.2   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| tF (s)                            | 2.2   |   |   | 2.2   |   |   | 3.5  | 4.0   | 3.4   | 3.5   | 4.0   | 3.3   |
| p0 queue free %                   | 99  |   |   | 100   |   |   | 98   | 100   | 87  | 100   | 100   | 100   |
| cM capacity (veh/h)               | 1429  |   |   | 1143  |   |   | 410  | 411   | 611   | 356   | 411   | 888   |
| <b>Direction, Lane #</b>          | <b>EB 1</b>   | <b>WB 1</b>   | <b>WB 2</b>   | <b>NB 1</b>   |   |   |  |   |   |   |   |   |
| Volume Total                      | 435   | 162   | 108   | 86  |   |   |  |   |   |   |   |   |
| Volume Left                       | 9   | 0   | 0   | 6   |   |   |  |   |   |   |   |   |
| Volume Right                      | 0   | 0   | 108   | 78  |   |   |  |   |   |   |   |   |
| cSH                               | 1429  | 1700  | 1700  | 670   |   |   |  |   |   |   |   |   |
| Volume to Capacity                | 0.01  | 0.10  | 0.06  | 0.13  |   |   |  |   |   |   |   |   |
| Queue Length 95th (ft)            | 0   | 0   | 0   | 11  |   |   |  |   |   |   |   |   |
| Control Delay (s)                 | 0.2   | 0.0   | 0.0   | 11.9  |   |   |  |   |   |   |   |   |
| Lane LOS                          | A   |   |   | B   |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 0.2   | 0.0   |   | 11.9  |   |   |  |   |   |   |   |   |
| Approach LOS                      |   |   |   | B   |   |   |  |   |   |   |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| Average Delay                     |   |   | 1.4   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 40.9%   |   | ICU Level of Service  |   |  |   | A   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

# HCM Unsignalized Intersection Capacity Analysis

## 7: Mountain House Parkway & I-580 EB Off-Ramp




















Existing  
PM Peak Hour



| Movement                          | EBL         | EBT         | EBR         | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------------|-------------|-------------|------|----------------------|------|------|------|------|------|------|------|
| Lane Configurations               |             | ↔           |             |      | ↔                    |      |      |      |      |      | ↔    | ↔    |
| Volume (veh/h)                    | 0           | 187         | 142         | 136  | 21                   | 0    | 0    | 0    | 0    | 218  | 4    | 68   |
| Sign Control                      |             | Free        |             |      | Free                 |      |      | Stop |      |      | Stop |      |
| Grade                             |             | 0%          |             |      | 0%                   |      |      | 0%   |      |      | 0%   |      |
| 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 |
| Hourly flow rate (vph)            | 0           | 205         | 156         | 149  | 23                   | 0    | 0    | 0    | 0    | 240  | 4    | 75   |
| Pedestrians                       |             |             |             |      |                      |      |      |      |      |      |      |      |
| Lane Width (ft)                   |             |             |             |      |                      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)              |             |             |             |      |                      |      |      |      |      |      |      |      |
| Percent Blockage                  |             |             |             |      |                      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |             |             |             |      |                      |      |      |      |      |      |      | 2    |
| Median type                       |             | None        |             |      | None                 |      |      |      |      |      |      |      |
| Median storage (veh)              |             |             |             |      |                      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |             |             |             |      |                      |      |      |      |      |      |      |      |
| pX, platoon unblocked             |             |             |             |      |                      |      |      |      |      |      |      |      |
| vC, conflicting volume            | 23          |             |             | 362  |                      |      | 608  | 605  | 284  | 605  | 684  | 23   |
| vC1, stage 1 conf vol             |             |             |             |      |                      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |             |             |             |      |                      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 23          |             |             | 362  |                      |      | 608  | 605  | 284  | 605  | 684  | 23   |
| tC, single (s)                    | 4.1         |             |             | 4.2  |                      |      | 7.1  | 6.5  | 6.2  | 7.2  | 6.8  | 6.2  |
| tC, 2 stage (s)                   |             |             |             |      |                      |      |      |      |      |      |      |      |
| tF (s)                            | 2.2         |             |             | 2.3  |                      |      | 3.5  | 4.0  | 3.3  | 3.6  | 4.2  | 3.3  |
| p0 queue free %                   | 100         |             |             | 87   |                      |      | 100  | 100  | 100  | 33   | 99   | 93   |
| cM capacity (veh/h)               | 1605        |             |             | 1154 |                      |      | 340  | 361  | 760  | 360  | 299  | 1060 |
| <b>Direction, Lane #</b>          | <b>EB 1</b> | <b>WB 1</b> | <b>SB 1</b> |      |                      |      |      |      |      |      |      |      |
| Volume Total                      | 362         | 173         | 319         |      |                      |      |      |      |      |      |      |      |
| Volume Left                       | 0           | 149         | 240         |      |                      |      |      |      |      |      |      |      |
| Volume Right                      | 156         | 0           | 75          |      |                      |      |      |      |      |      |      |      |
| cSH                               | 1700        | 1154        | 454         |      |                      |      |      |      |      |      |      |      |
| Volume to Capacity                | 0.21        | 0.13        | 0.70        |      |                      |      |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 0           | 11          | 134         |      |                      |      |      |      |      |      |      |      |
| Control Delay (s)                 | 0.0         | 7.6         | 29.6        |      |                      |      |      |      |      |      |      |      |
| Lane LOS                          |             | A           | D           |      |                      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 0.0         | 7.6         | 29.6        |      |                      |      |      |      |      |      |      |      |
| Approach LOS                      |             |             | D           |      |                      |      |      |      |      |      |      |      |
| <b>Intersection Summary</b>       |             |             |             |      |                      |      |      |      |      |      |      |      |
| Average Delay                     |             |             | 12.6        |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |             |             | 49.4%       |      | ICU Level of Service |      |      |      |      | A    |      |      |
| Analysis Period (min)             |             |             | 15          |      |                      |      |      |      |      |      |      |      |

HCM Unsignalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

Existing  
 PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |  |   |  |   |  |  |   |   |  |  |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Stop  |   |   | Stop  |   |
| Volume (vph)                      | 12  | 336   | 42  | 8   | 84  | 23  | 81  | 19  | 16  | 18  | 16  | 5   |
| Peak Hour Factor                  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  |
| Hourly flow rate (vph)            | 14  | 395   | 49  | 9   | 99  | 27  | 95  | 22  | 19  | 21  | 19  | 6   |
| Direction, Lane #                 | EB 1  | EB 2  | WB 1  | NB 1  | NB 2  | SB 1  |   |   |   |   |   |   |
| Volume Total (vph)                | 409   | 49  | 135   | 95  | 41  | 46  |   |   |   |   |   |   |
| Volume Left (vph)                 | 14  | 0   | 9   | 95  | 0   | 21  |   |   |   |   |   |   |
| Volume Right (vph)                | 0   | 49  | 27  | 0   | 19  | 6   |   |   |   |   |   |   |
| Hadj (s)                          | 0.05  | -0.67   | -0.07   | 0.53  | -0.29   | 0.05  |   |   |   |   |   |   |
| Departure Headway (s)             | 5.3   | 4.6   | 5.6   | 6.7   | 5.8   | 6.4   |   |   |   |   |   |   |
| Degree Utilization, x             | 0.60  | 0.06  | 0.21  | 0.18  | 0.07  | 0.08  |   |   |   |   |   |   |
| Capacity (veh/h)                  | 660   | 760   | 613   | 502   | 565   | 510   |   |   |   |   |   |   |
| Control Delay (s)                 | 14.8  | 6.7   | 10.1  | 9.9   | 8.0   | 9.9   |   |   |   |   |   |   |
| Approach Delay (s)                | 13.9  |   | 10.1  | 9.3   |   | 9.9   |   |   |   |   |   |   |
| Approach LOS                      | B   |   | B   | A   |   | A   |   |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |
| Delay                             |   |   | 12.2  |   |   |   |   |   |   |   |   |   |
| HCM Level of Service              |   |   | B   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 36.4%   |   | ICU Level of Service  |   |   |   | A   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
17: 11th Street & Lammers Road

Existing  
PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|-------|------|-------|------|------|-------|------|------|------|-------|------|
| Lane Configurations    | ↗↘   | ↑↑↑   | ↗    | ↘     | ↑↑↑  | ↗    | ↗↘    | ↑↑   | ↗    | ↗↘   | ↑     | ↗    |
| Volume (vph)           | 115  | 1125  | 86   | 109   | 401  | 78   | 37    | 101  | 201  | 64   | 123   | 29   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 5.5  | 6.1   | 6.1  | 5.5   | 6.1  | 6.1  | 5.5   | 6.1  | 6.1  | 5.5  | 6.1   | 6.1  |
| Lane Util. Factor      | 0.97 | 0.91  | 1.00 | 1.00  | 0.91 | 1.00 | 0.97  | 0.95 | 1.00 | 0.97 | 1.00  | 1.00 |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 | 1.00  | 1.00 | 0.85 | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 3433 | 5085  | 1583 | 1770  | 5085 | 1583 | 3433  | 3539 | 1583 | 3433 | 1863  | 1583 |
| Flt Permitted          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 3433 | 5085  | 1583 | 1770  | 5085 | 1583 | 3433  | 3539 | 1583 | 3433 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.89 | 0.89  | 0.89 | 0.89  | 0.89 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89  | 0.89 |
| Adj. Flow (vph)        | 129  | 1264  | 97   | 122   | 451  | 88   | 42    | 113  | 226  | 72   | 138   | 33   |
| RTOR Reduction (vph)   | 0    | 0     | 61   | 0     | 0    | 75   | 0     | 0    | 204  | 0    | 0     | 27   |
| Lane Group Flow (vph)  | 129  | 1264  | 36   | 122   | 451  | 13   | 42    | 113  | 22   | 72   | 138   | 6    |
| Turn Type              | Prot |       | Perm | Prot  |      | Perm | Prot  |      | Perm | Prot |       | Perm |
| Protected Phases       | 5    | 2     |      | 1     | 6    |      | 7     | 4    |      | 3    | 8     |      |
| Permitted Phases       |      |       | 2    |       |      | 6    |       |      | 4    |      |       | 8    |
| Actuated Green, G (s)  | 30.3 | 32.2  | 32.2 | 11.4  | 13.3 | 13.3 | 4.0   | 8.6  | 8.6  | 11.5 | 16.1  | 16.1 |
| Effective Green, g (s) | 30.3 | 32.2  | 32.2 | 11.4  | 13.3 | 13.3 | 4.0   | 8.6  | 8.6  | 11.5 | 16.1  | 16.1 |
| Actuated g/C Ratio     | 0.35 | 0.37  | 0.37 | 0.13  | 0.15 | 0.15 | 0.05  | 0.10 | 0.10 | 0.13 | 0.19  | 0.19 |
| Clearance Time (s)     | 5.5  | 6.1   | 6.1  | 5.5   | 6.1  | 6.1  | 5.5   | 6.1  | 6.1  | 5.5  | 6.1   | 6.1  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 1197 | 1884  | 587  | 232   | 778  | 242  | 158   | 350  | 157  | 454  | 345   | 293  |
| v/s Ratio Prot         | 0.04 | c0.25 |      | c0.07 | 0.09 |      | c0.01 | 0.03 |      | 0.02 | c0.07 |      |
| v/s Ratio Perm         |      |       | 0.02 |       |      | 0.01 |       |      | 0.01 |      |       | 0.00 |
| v/c Ratio              | 0.11 | 0.67  | 0.06 | 0.53  | 0.58 | 0.06 | 0.27  | 0.32 | 0.14 | 0.16 | 0.40  | 0.02 |
| Uniform Delay, d1      | 19.2 | 22.9  | 17.6 | 35.2  | 34.2 | 31.4 | 40.0  | 36.4 | 35.8 | 33.4 | 31.1  | 29.0 |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 0.0  | 1.0   | 0.0  | 2.1   | 1.1  | 0.1  | 0.9   | 0.5  | 0.4  | 0.2  | 0.8   | 0.0  |
| Delay (s)              | 19.2 | 23.9  | 17.7 | 37.4  | 35.3 | 31.5 | 40.9  | 37.0 | 36.2 | 33.6 | 31.9  | 29.0 |
| Level of Service       | B    | C     | B    | D     | D    | C    | D     | D    | D    | C    | C     | C    |
| Approach Delay (s)     |      | 23.1  |      |       | 35.2 |      |       | 37.0 |      |      | 32.0  |      |
| Approach LOS           |      | C     |      |       | D    |      |       | D    |      |      | C     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 28.6  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.55  |                      |      |
| Actuated Cycle Length (s)         | 86.9  | Sum of lost time (s) | 23.2 |
| Intersection Capacity Utilization | 58.4% | ICU Level of Service | B    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Unsignalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing  
 PM Peak Hour



| Movement                          | EBL   | EBR  | NBL   | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|------|-------|----------------------|------|------|
| Lane Configurations               |       |      |       |                      |      |      |
| Sign Control                      | Stop  |      |       | Stop                 | Stop |      |
| Volume (vph)                      | 75    | 297  | 67    | 119                  | 211  | 25   |
| Peak Hour Factor                  | 0.98  | 0.98 | 0.98  | 0.98                 | 0.98 | 0.98 |
| Hourly flow rate (vph)            | 77    | 303  | 68    | 121                  | 215  | 26   |
| Direction, Lane #                 | EB 1  | NB 1 | SB 1  |                      |      |      |
| Volume Total (vph)                | 380   | 190  | 241   |                      |      |      |
| Volume Left (vph)                 | 77    | 68   | 0     |                      |      |      |
| Volume Right (vph)                | 303   | 0    | 26    |                      |      |      |
| Hadj (s)                          | -0.40 | 0.11 | -0.03 |                      |      |      |
| Departure Headway (s)             | 4.6   | 5.3  | 5.1   |                      |      |      |
| Degree Utilization, x             | 0.49  | 0.28 | 0.34  |                      |      |      |
| Capacity (veh/h)                  | 737   | 633  | 659   |                      |      |      |
| Control Delay (s)                 | 11.9  | 10.3 | 10.7  |                      |      |      |
| Approach Delay (s)                | 11.9  | 10.3 | 10.7  |                      |      |      |
| Approach LOS                      | B     | B    | B     |                      |      |      |
| Intersection Summary              |       |      |       |                      |      |      |
| Delay                             |       |      | 11.2  |                      |      |      |
| HCM Level of Service              |       |      | B     |                      |      |      |
| Intersection Capacity Utilization |       |      | 55.1% | ICU Level of Service | B    |      |
| Analysis Period (min)             |       |      | 15    |                      |      |      |

HCM Unsignalized Intersection Capacity Analysis  
 20: Valpico Road & Lammers Road

Existing  
 PM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |
| Volume (veh/h)         | 9    | 135  | 5    | 7    | 367  | 6    |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 9    | 141  | 5    | 7    | 382  | 6    |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 780  | 9    |      |      | 12   |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 780  | 9    |      |      | 12   |      |
| tC, single (s)         | 6.4  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 97   | 87   |      |      | 76   |      |
| cM capacity (veh/h)    | 277  | 1073 |      |      | 1606 |      |

| Direction, Lane #      | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total           | 150  | 12   | 389  |
| Volume Left            | 9    | 0    | 382  |
| Volume Right           | 141  | 7    | 0    |
| cSH                    | 910  | 1700 | 1606 |
| Volume to Capacity     | 0.16 | 0.01 | 0.24 |
| Queue Length 95th (ft) | 15   | 0    | 23   |
| Control Delay (s)      | 9.7  | 0.0  | 7.8  |
| Lane LOS               | A    |      | A    |
| Approach Delay (s)     | 9.7  | 0.0  | 7.8  |
| Approach LOS           | A    |      |      |

| Intersection Summary              |  |       |                      |
|-----------------------------------|--|-------|----------------------|
| Average Delay                     |  | 8.2   |                      |
| Intersection Capacity Utilization |  | 42.8% | ICU Level of Service |
| Analysis Period (min)             |  | 15    | A                    |





# **Existing Plus Phase 1 LOS Calculation Worksheets**

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

Existing + Phase 1  
 AM Peak Hour






















| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR   | NBL   | NBT  | NBR  | SBL  | SBT   | SBR   |
|------------------------|------|------|------|------|-------|-------|-------|------|------|------|-------|-------|
| Lane Configurations    |      |      |      |      | ↕     | ↗↘    | ↖     | ↕↕   |      |      | ↕↕↕   | ↖     |
| Volume (vph)           | 0    | 0    | 0    | 1330 | 10    | 250   | 50    | 190  | 0    | 0    | 640   | 310   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)    |      |      |      |      | 4.0   | 4.0   | 4.0   | 4.0  |      |      | 4.0   | 2.3   |
| Lane Util. Factor      |      |      |      |      | 1.00  | 0.88  | 1.00  | 0.95 |      |      | 0.91  | 1.00  |
| Frbp, ped/bikes        |      |      |      |      | 1.00  | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 0.99  |
| Flpb, ped/bikes        |      |      |      |      | 1.00  | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 1.00  |
| Frt                    |      |      |      |      | 1.00  | 0.85  | 1.00  | 1.00 |      |      | 1.00  | 0.85  |
| Flt Protected          |      |      |      |      | 0.95  | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (prot)      |      |      |      |      | 1576  | 2814  | 1467  | 3167 |      |      | 4988  | 1595  |
| Flt Permitted          |      |      |      |      | 0.95  | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (perm)      |      |      |      |      | 1576  | 2814  | 1467  | 3167 |      |      | 4988  | 1595  |
| Peak-hour factor, PHF  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89  | 0.89  | 0.89  | 0.89 | 0.89 | 0.89 | 0.89  | 0.89  |
| Adj. Flow (vph)        | 0    | 0    | 0    | 1494 | 11    | 281   | 56    | 213  | 0    | 0    | 719   | 348   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 0     | 49    | 0     | 0    | 0    | 0    | 0     | 0     |
| Lane Group Flow (vph)  | 0    | 0    | 0    | 0    | 1505  | 232   | 56    | 213  | 0    | 0    | 719   | 348   |
| Confl. Bikes (#/hr)    |      |      |      |      |       |       |       |      |      |      |       | 2     |
| Heavy Vehicles (%)     | 0%   | 0%   | 0%   | 15%  | 0%    | 1%    | 23%   | 14%  | 0%   | 0%   | 4%    | 0%    |
| Turn Type              |      |      |      | Perm |       | Perm  | Prot  |      |      |      |       | Free  |
| Protected Phases       |      |      |      |      | 8     |       | 5     | 2    |      |      | 6     |       |
| Permitted Phases       |      |      |      | 8    |       | 8     |       |      |      |      |       | Free  |
| Actuated Green, G (s)  |      |      |      |      | 102.9 | 102.9 | 7.6   | 36.3 |      |      | 24.2  | 150.0 |
| Effective Green, g (s) |      |      |      |      | 104.0 | 104.0 | 8.1   | 38.0 |      |      | 25.9  | 150.0 |
| Actuated g/C Ratio     |      |      |      |      | 0.69  | 0.69  | 0.05  | 0.25 |      |      | 0.17  | 1.00  |
| Clearance Time (s)     |      |      |      |      | 5.1   | 5.1   | 4.5   | 5.7  |      |      | 5.7   |       |
| Vehicle Extension (s)  |      |      |      |      | 3.0   | 3.0   | 3.0   | 3.0  |      |      | 3.0   |       |
| Lane Grp Cap (vph)     |      |      |      |      | 1093  | 1951  | 79    | 802  |      |      | 861   | 1595  |
| v/s Ratio Prot         |      |      |      |      |       |       | c0.04 | 0.07 |      |      | c0.14 |       |
| v/s Ratio Perm         |      |      |      |      | 0.96  | 0.08  |       |      |      |      |       | 0.22  |
| v/c Ratio              |      |      |      |      | 1.38  | 0.12  | 0.71  | 0.27 |      |      | 0.84  | 0.22  |
| Uniform Delay, d1      |      |      |      |      | 23.0  | 7.7   | 69.8  | 44.8 |      |      | 60.0  | 0.0   |
| Progression Factor     |      |      |      |      | 1.00  | 1.00  | 0.95  | 1.04 |      |      | 1.00  | 1.00  |
| Incremental Delay, d2  |      |      |      |      | 175.4 | 0.0   | 25.1  | 0.8  |      |      | 9.4   | 0.3   |
| Delay (s)              |      |      |      |      | 198.4 | 7.7   | 91.5  | 47.4 |      |      | 69.4  | 0.3   |
| Level of Service       |      |      |      |      | F     | A     | F     | D    |      |      | E     | A     |
| Approach Delay (s)     |      | 0.0  |      |      | 168.4 |       |       | 56.6 |      |      | 46.9  |       |
| Approach LOS           |      | A    |      |      | F     |       |       | E    |      |      | D     |       |

| Intersection Summary              |        |                      |      |
|-----------------------------------|--------|----------------------|------|
| HCM Average Control Delay         | 117.2  | HCM Level of Service | F    |
| HCM Volume to Capacity ratio      | 1.24   |                      |      |
| Actuated Cycle Length (s)         | 150.0  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 103.2% | ICU Level of Service | G    |
| Analysis Period (min)             | 15     |                      |      |
| c Critical Lane Group             |        |                      |      |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing + Phase 1  
 AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |  |   |   |   |   |  |  |   |  |  |
| Volume (vph)                      | 60  | 0   | 130   | 0   | 0   | 0   | 0   | 170   | 390   | 0   | 1700  | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 5.1   | 5.1   | 5.1   |   |   |   |   | 5.7   | 5.7   |   | 5.7   |   |
| Lane Util. Factor                 | 0.95  | 0.95  | 1.00  |   |   |   |   | 0.95  | 1.00  |   | 0.95  |   |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 1.00  |   |   |   |   | 1.00  | 1.00  |   | 1.00  |   |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  |   |   |   |   | 1.00  | 1.00  |   | 1.00  |   |
| Frt                               | 1.00  | 1.00  | 0.85  |   |   |   |   | 1.00  | 0.85  |   | 1.00  |   |
| Flt Protected                     | 0.95  | 0.95  | 1.00  |   |   |   |   | 1.00  | 1.00  |   | 1.00  |   |
| Satd. Flow (prot)                 | 1715  | 1715  | 1404  |   |   |   |   | 2959  | 1009  |   | 3112  |   |
| Flt Permitted                     | 0.95  | 0.95  | 1.00  |   |   |   |   | 1.00  | 1.00  |   | 1.00  |   |
| Satd. Flow (perm)                 | 1715  | 1715  | 1404  |   |   |   |   | 2959  | 1009  |   | 3112  |   |
| Peak-hour factor, PHF             | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  | 0.90  |
| Adj. Flow (vph)                   | 67  | 0   | 144   | 0   | 0   | 0   | 0   | 189   | 433   | 0   | 1889  | 0   |
| RTOR Reduction (vph)              | 0   | 0   | 24  | 0   | 0   | 0   | 0   | 0   | 123   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 33  | 34  | 120   | 0   | 0   | 0   | 0   | 189   | 310   | 0   | 1889  | 0   |
| Confl. Bikes (#/hr)               |   |   |   |   |   |   |   |   |   |   |   | 1   |
| Heavy Vehicles (%)                | 0%  | 0%  | 15%   | 0%  | 0%  | 0%  | 0%  | 22%   | 60%   | 0%  | 16%   | 0%  |
| Turn Type                         | Perm  |   | Perm  |   |   |   |   |   | Perm  |   |   |   |
| Protected Phases                  |   | 4   |   |   |   |   |   | 2   |   |   | 6   |   |
| Permitted Phases                  | 4   |   | 4   |   |   |   |   |   | 2   |   |   |   |
| Actuated Green, G (s)             | 10.5  | 10.5  | 10.5  |   |   |   |   | 53.7  | 53.7  |   | 53.7  |   |
| Effective Green, g (s)            | 10.5  | 10.5  | 10.5  |   |   |   |   | 53.7  | 53.7  |   | 53.7  |   |
| Actuated g/C Ratio                | 0.14  | 0.14  | 0.14  |   |   |   |   | 0.72  | 0.72  |   | 0.72  |   |
| Clearance Time (s)                | 5.1   | 5.1   | 5.1   |   |   |   |   | 5.7   | 5.7   |   | 5.7   |   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   |   |   |   |   | 3.0   | 3.0   |   | 3.0   |   |
| Lane Grp Cap (vph)                | 240   | 240   | 197   |   |   |   |   | 2119  | 722   |   | 2228  |   |
| v/s Ratio Prot                    |   |   |   |   |   |   |   | 0.06  |   |   | c0.61   |   |
| v/s Ratio Perm                    | 0.02  | 0.02  | c0.09   |   |   |   |   |   | 0.31  |   |   |   |
| v/c Ratio                         | 0.14  | 0.14  | 0.61  |   |   |   |   | 0.09  | 0.43  |   | 0.85  |   |
| Uniform Delay, d1                 | 28.3  | 28.3  | 30.3  |   |   |   |   | 3.2   | 4.4   |   | 7.7   |   |
| Progression Factor                | 1.00  | 1.00  | 1.00  |   |   |   |   | 0.90  | 10.32   |   | 1.59  |   |
| Incremental Delay, d2             | 0.3   | 0.3   | 5.2   |   |   |   |   | 0.1   | 1.8   |   | 0.4   |   |
| Delay (s)                         | 28.5  | 28.6  | 35.6  |   |   |   |   | 3.0   | 46.9  |   | 12.6  |   |
| Level of Service                  | C   | C   | D   |   |   |   |   | A   | D   |   | B   |   |
| Approach Delay (s)                |   | 33.3  |   |   | 0.0   |   |   | 33.6  |   |   | 12.6  |   |
| Approach LOS                      |   | C   |   |   | A   |   |   | C   |   |   | B   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 19.0  |   |   |   |   |   |   |   | HCM Level of Service  | B   |
| HCM Volume to Capacity ratio      |   |   | 0.81  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 75.0  |   |   |   |   |   |   |   | Sum of lost time (s)  | 10.8  |
| Intersection Capacity Utilization |   |   | 64.0%   |   |   |   |   |   |   |   | ICU Level of Service  | C   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c                                 | Critical Lane Group   |   |   |   |   |   |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
 3: Capital Parks Drive & Mountain House Parkway

Existing + Phase 1  
 AM Peak Hour



| Movement               | WBL   | WBR  | NBT  | NBR  | SBL   | SBT   |
|------------------------|-------|------|------|------|-------|-------|
| Lane Configurations    |       |      |      |      |       |       |
| Volume (vph)           | 20    | 180  | 470  | 60   | 690   | 920   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   |
| Lane Util. Factor      | 1.00  | 0.88 | 0.95 | 1.00 | 0.97  | 0.95  |
| Frpb, ped/bikes        | 1.00  | 0.97 | 1.00 | 0.98 | 1.00  | 1.00  |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |
| Frt                    | 1.00  | 0.85 | 1.00 | 0.85 | 1.00  | 1.00  |
| Flt Protected          | 0.95  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00  |
| Satd. Flow (prot)      | 1770  | 2690 | 3539 | 1548 | 3433  | 3539  |
| Flt Permitted          | 0.95  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00  |
| Satd. Flow (perm)      | 1770  | 2690 | 3539 | 1548 | 3433  | 3539  |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)        | 22    | 196  | 511  | 65   | 750   | 1000  |
| RTOR Reduction (vph)   | 0     | 170  | 0    | 33   | 0     | 0     |
| Lane Group Flow (vph)  | 22    | 26   | 511  | 32   | 750   | 1000  |
| Confl. Peds. (#/hr)    |       | 10   |      | 10   |       |       |
| Turn Type              |       | Perm |      | Perm | Prot  |       |
| Protected Phases       | 8     |      | 2    |      | 1     | 6     |
| Permitted Phases       |       | 8    |      | 2    |       |       |
| Actuated Green, G (s)  | 9.9   | 9.9  | 37.1 | 37.1 | 16.0  | 57.1  |
| Effective Green, g (s) | 9.9   | 9.9  | 37.1 | 37.1 | 16.0  | 57.1  |
| Actuated g/C Ratio     | 0.13  | 0.13 | 0.49 | 0.49 | 0.21  | 0.76  |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 234   | 355  | 1751 | 766  | 732   | 2694  |
| v/s Ratio Prot         | c0.01 |      | 0.14 |      | c0.22 | c0.28 |
| v/s Ratio Perm         |       | 0.01 |      | 0.02 |       |       |
| v/c Ratio              | 0.09  | 0.07 | 0.29 | 0.04 | 1.02  | 0.37  |
| Uniform Delay, d1      | 28.6  | 28.5 | 11.2 | 9.8  | 29.5  | 3.0   |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00 | 1.10  | 1.73  |
| Incremental Delay, d2  | 0.2   | 0.1  | 0.4  | 0.1  | 33.9  | 0.3   |
| Delay (s)              | 28.8  | 28.6 | 11.6 | 9.9  | 66.5  | 5.4   |
| Level of Service       | C     | C    | B    | A    | E     | A     |
| Approach Delay (s)     | 28.6  |      | 11.4 |      |       | 31.6  |
| Approach LOS           | C     |      | B    |      |       | C     |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 26.8  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.48  |                      |     |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 56.3% | ICU Level of Service | B   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group


















HCM Signalized Intersection Capacity Analysis  
5: Old Schulte Road & Mountain House Parkway

Existing + Phase 1  
AM Peak Hour

| Movement                          | EBL   | EBT  | EBR   | WBL  | WBT   | WBR                  | NBL  | NBT  | NBR   | SBL   | SBT  | SBR  |
|-----------------------------------|-------|------|-------|------|-------|----------------------|------|------|-------|-------|------|------|
| Lane Configurations               |       |      |       |      |       |                      |      |      |       |       |      |      |
| Volume (vph)                      | 20    | 20   | 50    | 340  | 50    | 410                  | 70   | 140  | 480   | 570   | 150  | 40   |
| Ideal Flow (vphpl)                | 1900  | 1900 | 1900  | 1900 | 1900  | 1900                 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)               | 7.5   | 7.5  | 7.5   | 7.5  | 7.5   |                      | 7.5  | 7.5  | 7.5   | 7.5   | 7.5  | 7.5  |
| Lane Util. Factor                 | 1.00  | 0.95 | 1.00  | 0.97 | 1.00  |                      | 1.00 | 0.95 | 1.00  | 0.97  | 0.95 | 1.00 |
| Frpb, ped/bikes                   | 1.00  | 1.00 | 1.00  | 1.00 | 0.99  |                      | 1.00 | 1.00 | 0.99  | 1.00  | 1.00 | 1.00 |
| Flpb, ped/bikes                   | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |                      | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 |
| Frt                               | 1.00  | 1.00 | 0.85  | 1.00 | 0.87  |                      | 1.00 | 1.00 | 0.85  | 1.00  | 1.00 | 0.85 |
| Flt Protected                     | 0.95  | 1.00 | 1.00  | 0.95 | 1.00  |                      | 0.95 | 1.00 | 1.00  | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)                 | 1444  | 2911 | 1429  | 3072 | 1008  |                      | 1444 | 2714 | 1028  | 2382  | 2820 | 1214 |
| Flt Permitted                     | 0.95  | 1.00 | 1.00  | 0.95 | 1.00  |                      | 0.95 | 1.00 | 1.00  | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)                 | 1444  | 2911 | 1429  | 3072 | 1008  |                      | 1444 | 2714 | 1028  | 2382  | 2820 | 1214 |
| Peak-hour factor, PHF             | 0.88  | 0.88 | 0.88  | 0.88 | 0.88  | 0.88                 | 0.88 | 0.88 | 0.88  | 0.88  | 0.88 | 0.88 |
| Adj. Flow (vph)                   | 23    | 23   | 57    | 386  | 57    | 466                  | 80   | 159  | 545   | 648   | 170  | 45   |
| RTOR Reduction (vph)              | 0     | 0    | 54    | 0    | 126   | 0                    | 0    | 0    | 480   | 0     | 0    | 30   |
| Lane Group Flow (vph)             | 23    | 23   | 3     | 386  | 397   | 0                    | 80   | 159  | 65    | 648   | 170  | 15   |
| Confl. Peds. (#/hr)               | 2     |      |       |      |       | 2                    |      |      | 1     | 1     |      |      |
| Heavy Vehicles (%)                | 25%   | 24%  | 13%   | 14%  | 38%   | 64%                  | 25%  | 33%  | 55%   | 47%   | 28%  | 33%  |
| Turn Type                         | Prot  |      | Perm  | Prot |       |                      | Prot |      | Perm  | Prot  |      | Perm |
| Protected Phases                  | 7     | 4    |       | 3    | 8     |                      | 5    | 2    |       | 1     | 6    |      |
| Permitted Phases                  |       |      | 4     |      |       |                      |      |      | 2     |       |      | 6    |
| Actuated Green, G (s)             | 4.6   | 10.4 | 10.4  | 67.8 | 73.6  |                      | 15.4 | 22.4 | 22.4  | 56.6  | 63.6 | 63.6 |
| Effective Green, g (s)            | 4.6   | 10.4 | 10.4  | 67.8 | 73.6  |                      | 15.4 | 22.4 | 22.4  | 56.6  | 63.6 | 63.6 |
| Actuated g/C Ratio                | 0.02  | 0.06 | 0.06  | 0.36 | 0.39  |                      | 0.08 | 0.12 | 0.12  | 0.30  | 0.34 | 0.34 |
| Clearance Time (s)                | 7.5   | 7.5  | 7.5   | 7.5  | 7.5   |                      | 7.5  | 7.5  | 7.5   | 7.5   | 7.5  | 7.5  |
| Vehicle Extension (s)             | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   |                      | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 35    | 162  | 79    | 1113 | 396   |                      | 119  | 325  | 123   | 720   | 958  | 412  |
| v/s Ratio Prot                    | c0.02 | 0.01 |       | 0.13 | c0.39 |                      | 0.06 | 0.06 |       | c0.27 | 0.06 |      |
| v/s Ratio Perm                    |       |      | 0.00  |      |       |                      |      |      | c0.06 |       |      | 0.01 |
| v/c Ratio                         | 0.66  | 0.14 | 0.04  | 0.35 | 1.00  |                      | 0.67 | 0.49 | 0.53  | 0.90  | 0.18 | 0.04 |
| Uniform Delay, d1                 | 90.5  | 84.2 | 83.7  | 43.5 | 56.8  |                      | 83.4 | 77.1 | 77.5  | 62.6  | 43.4 | 41.3 |
| Progression Factor                | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |                      | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2             | 36.6  | 0.4  | 0.2   | 0.2  | 46.1  |                      | 13.9 | 1.2  | 4.3   | 14.3  | 0.1  | 0.0  |
| Delay (s)                         | 127.2 | 84.6 | 83.9  | 43.7 | 102.9 |                      | 97.4 | 78.2 | 81.8  | 76.9  | 43.5 | 41.4 |
| Level of Service                  | F     | F    | F     | D    | F     |                      | F    | E    | F     | E     | D    | D    |
| Approach Delay (s)                |       | 93.7 |       |      | 77.8  |                      |      | 82.7 |       |       | 68.5 |      |
| Approach LOS                      |       | F    |       |      | E     |                      |      | F    |       |       | E    |      |
| <b>Intersection Summary</b>       |       |      |       |      |       |                      |      |      |       |       |      |      |
| HCM Average Control Delay         |       |      | 76.8  |      |       | HCM Level of Service |      |      |       | E     |      |      |
| HCM Volume to Capacity ratio      |       |      | 0.89  |      |       |                      |      |      |       |       |      |      |
| Actuated Cycle Length (s)         |       |      | 187.2 |      |       | Sum of lost time (s) |      |      | 30.0  |       |      |      |
| Intersection Capacity Utilization |       |      | 73.2% |      |       | ICU Level of Service |      |      | D     |       |      |      |
| Analysis Period (min)             |       |      | 15    |      |       |                      |      |      |       |       |      |      |
| c Critical Lane Group             |       |      |       |      |       |                      |      |      |       |       |      |      |

HCM Unsignalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

Existing + Phase 1  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |
| Volume (veh/h)                    | 20  | 270   | 0   | 0   | 300   | 230   | 50   | 0   | 420   | 0   | 0   | 0   |
| Sign Control                      |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Peak Hour Factor                  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85   | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  |
| Hourly flow rate (vph)            | 24  | 318   | 0   | 0   | 353   | 271   | 59   | 0   | 494   | 0   | 0   | 0   |
| Pedestrians                       |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Width (ft)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| Walking Speed (ft/s)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Percent Blockage                  |   |   |   |   |   |   |  |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   | 3   |   |   |   |
| Median type                       |   | None  |   |   | None  |   |  |   |   |   |   |   |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Upstream signal (ft)              |   |   |   |   | 1190  |   |  |   |   |   |   |   |
| pX, platoon unblocked             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC, conflicting volume            | 353   |   |   | 318   |   |   | 718  | 718   | 318   | 718   | 718   | 353   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vCu, unblocked vol                | 353   |   |   | 318   |   |   | 718  | 718   | 318   | 718   | 718   | 353   |
| tC, single (s)                    | 4.1   |   |   | 4.1   |   |   | 7.1  | 6.5   | 6.6   | 7.1   | 6.5   | 6.2   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| tF (s)                            | 2.2   |   |   | 2.2   |   |   | 3.5  | 4.0   | 3.7   | 3.5   | 4.0   | 3.3   |
| p0 queue free %                   | 98  |   |   | 100   |   |   | 83   | 100   | 23  | 100   | 100   | 100   |
| cM capacity (veh/h)               | 1217  |   |   | 1254  |   |   | 342  | 351   | 641   | 78  | 351   | 695   |
| <b>Direction, Lane #</b>          | <b>EB 1</b>   | <b>WB 1</b>   | <b>WB 2</b>   | <b>NB 1</b>   |   |   |  |   |   |   |   |   |
| Volume Total                      | 341   | 353   | 271   | 553   |   |   |  |   |   |   |   |   |
| Volume Left                       | 24  | 0   | 0   | 59  |   |   |  |   |   |   |   |   |
| Volume Right                      | 0   | 0   | 271   | 494   |   |   |  |   |   |   |   |   |
| cSH                               | 1217  | 1700  | 1700  | 717   |   |   |  |   |   |   |   |   |
| Volume to Capacity                | 0.02  | 0.21  | 0.16  | 0.77  |   |   |  |   |   |   |   |   |
| Queue Length 95th (ft)            | 1   | 0   | 0   | 185   |   |   |  |   |   |   |   |   |
| Control Delay (s)                 | 0.7   | 0.0   | 0.0   | 25.9  |   |   |  |   |   |   |   |   |
| Lane LOS                          | A   |   |   | D   |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 0.7   | 0.0   |   | 25.9  |   |   |  |   |   |   |   |   |
| Approach LOS                      |   |   |   | D   |   |   |  |   |   |   |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| Average Delay                     |   |   | 9.6   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 48.0%   |   | ICU Level of Service  |   |  |   | A   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

HCM Unsignalized Intersection Capacity Analysis  
 7: Mountain House Parkway & I-580 EB Off-Ramp

Existing + Phase 1  
 AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔    |      |      | ↔    |      |      |      |      |      | ↔    | ↔    |
| Volume (veh/h)         | 0    | 30   | 10   | 140  | 210  | 0    | 0    | 0    | 0    | 250  | 10   | 10   |
| Sign Control           |      | Free |      |      | Free |      |      | Stop |      |      | Stop |      |
| Grade                  |      | 0%   |      |      | 0%   |      |      | 0%   |      |      | 0%   |      |
| 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 |
| Hourly flow rate (vph) | 0    | 35   | 12   | 163  | 244  | 0    | 0    | 0    | 0    | 291  | 12   | 12   |
| Pedestrians            |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |      |      |      |      |      | 2    |
| Median type            |      | None |      |      | None |      |      |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC, conflicting volume | 244  |      |      | 47   |      |      | 616  | 610  | 41   | 610  | 616  | 244  |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vCu, unblocked vol     | 244  |      |      | 47   |      |      | 616  | 610  | 41   | 610  | 616  | 244  |
| tC, single (s)         | 4.1  |      |      | 4.6  |      |      | 7.1  | 6.5  | 6.2  | 7.6  | 6.5  | 6.4  |
| tC, 2 stage (s)        |      |      |      |      |      |      |      |      |      |      |      |      |
| tF (s)                 | 2.2  |      |      | 2.7  |      |      | 3.5  | 4.0  | 3.3  | 3.9  | 4.0  | 3.5  |
| p0 queue free %        | 100  |      |      | 87   |      |      | 100  | 100  | 100  | 8    | 97   | 98   |
| cM capacity (veh/h)    | 1334 |      |      | 1298 |      |      | 352  | 360  | 1036 | 316  | 357  | 757  |

| Direction, Lane #      | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total           | 47   | 407  | 314  |
| Volume Left            | 0    | 163  | 291  |
| Volume Right           | 12   | 0    | 12   |
| cSH                    | 1700 | 1298 | 326  |
| Volume to Capacity     | 0.03 | 0.13 | 0.96 |
| Queue Length 95th (ft) | 0    | 11   | 254  |
| Control Delay (s)      | 0.0  | 4.0  | 77.7 |
| Lane LOS               |      | A    | F    |
| Approach Delay (s)     | 0.0  | 4.0  | 77.7 |
| Approach LOS           |      |      | F    |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| Average Delay                     |       | 33.9                 |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service |
| Analysis Period (min)             |       | 15                   |
|                                   |       | A                    |

HCM Signalized Intersection Capacity Analysis  
8: Capital Parks Drive & Hansen Road

Existing + Phase 1  
AM Peak Hour



| Movement               | EBL  | EBR   | NBL   | NBT  | SBT   | SBR  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 10   | 540   | 300   | 50   | 90    | 20   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frpb, ped/bikes        | 1.00 | 0.97  | 1.00  | 1.00 | 0.99  |      |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frt                    | 1.00 | 0.85  | 1.00  | 1.00 | 0.98  |      |
| Flt Protected          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (prot)      | 1770 | 1534  | 1770  | 1863 | 1806  |      |
| Flt Permitted          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (perm)      | 1770 | 1534  | 1770  | 1863 | 1806  |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 11   | 587   | 326   | 54   | 98    | 22   |
| RTOR Reduction (vph)   | 0    | 455   | 0     | 0    | 16    | 0    |
| Lane Group Flow (vph)  | 11   | 132   | 326   | 54   | 104   | 0    |
| Confl. Peds. (#/hr)    |      | 10    |       |      |       | 10   |
| Turn Type              |      | Perm  | Prot  |      |       |      |
| Protected Phases       | 4    |       | 5     | 2    | 6     |      |
| Permitted Phases       |      | 4     |       |      |       |      |
| Actuated Green, G (s)  | 8.7  | 8.7   | 12.9  | 22.0 | 5.1   |      |
| Effective Green, g (s) | 8.7  | 8.7   | 12.9  | 22.0 | 5.1   |      |
| Actuated g/C Ratio     | 0.22 | 0.22  | 0.33  | 0.57 | 0.13  |      |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 398  | 345   | 590   | 1059 | 238   |      |
| v/s Ratio Prot         | 0.01 |       | c0.18 | 0.03 | c0.06 |      |
| v/s Ratio Perm         |      | c0.09 |       |      |       |      |
| v/c Ratio              | 0.03 | 0.38  | 0.55  | 0.05 | 0.43  |      |
| Uniform Delay, d1      | 11.7 | 12.7  | 10.5  | 3.7  | 15.5  |      |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 0.0  | 0.7   | 1.1   | 0.0  | 1.3   |      |
| Delay (s)              | 11.7 | 13.4  | 11.7  | 3.7  | 16.7  |      |
| Level of Service       | B    | B     | B     | A    | B     |      |
| Approach Delay (s)     | 13.4 |       |       | 10.5 | 16.7  |      |
| Approach LOS           | B    |       |       | B    | B     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 12.8  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.47  |                      |      |
| Actuated Cycle Length (s)         | 38.7  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 49.6% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 9: New Schulte Road & Hansen Road

Existing + Phase 1  
 AM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |      |      |      |      |      |      |       |      |
| Volume (vph)           | 60    | 10   | 50   | 30   | 10   | 50   | 190  | 240  | 130  | 200  | 170   | 270  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      |
| Frbp, ped/bikes        | 1.00  | 0.97 |      | 1.00 | 0.97 |      | 1.00 | 0.99 |      | 1.00 | 0.98  |      |
| Flpb, ped/bikes        | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      |
| Frt                    | 1.00  | 0.88 |      | 1.00 | 0.88 |      | 1.00 | 0.95 |      | 1.00 | 0.91  |      |
| Flt Protected          | 0.95  | 1.00 |      | 0.95 | 1.00 |      | 0.95 | 1.00 |      | 0.95 | 1.00  |      |
| Satd. Flow (prot)      | 1770  | 1590 |      | 1770 | 1590 |      | 1770 | 1747 |      | 1770 | 1662  |      |
| Flt Permitted          | 0.74  | 1.00 |      | 0.74 | 1.00 |      | 0.47 | 1.00 |      | 0.53 | 1.00  |      |
| Satd. Flow (perm)      | 1380  | 1590 |      | 1380 | 1590 |      | 878  | 1747 |      | 979  | 1662  |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 65    | 11   | 54   | 33   | 11   | 54   | 207  | 261  | 141  | 217  | 185   | 293  |
| RTOR Reduction (vph)   | 0     | 46   | 0    | 0    | 46   | 0    | 0    | 29   | 0    | 0    | 86    | 0    |
| Lane Group Flow (vph)  | 65    | 19   | 0    | 33   | 19   | 0    | 207  | 373  | 0    | 217  | 392   | 0    |
| Confl. Peds. (#/hr)    |       |      | 10   |      |      | 10   |      |      | 10   |      |       | 10   |
| Turn Type              | Perm  |      |      | Perm |      |      | Perm |      |      | Perm |       |      |
| Protected Phases       |       | 4    |      |      | 8    |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |      |      | 8    |      |      | 2    |      |      | 6    |       |      |
| Actuated Green, G (s)  | 5.4   | 5.4  |      | 5.4  | 5.4  |      | 22.2 | 22.2 |      | 22.2 | 22.2  |      |
| Effective Green, g (s) | 5.4   | 5.4  |      | 5.4  | 5.4  |      | 22.2 | 22.2 |      | 22.2 | 22.2  |      |
| Actuated g/C Ratio     | 0.15  | 0.15 |      | 0.15 | 0.15 |      | 0.62 | 0.62 |      | 0.62 | 0.62  |      |
| Clearance Time (s)     | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 209   | 241  |      | 209  | 241  |      | 548  | 1089 |      | 611  | 1036  |      |
| v/s Ratio Prot         |       | 0.01 |      |      | 0.01 |      |      | 0.21 |      |      | c0.24 |      |
| v/s Ratio Perm         | c0.05 |      |      | 0.02 |      |      | 0.24 |      |      | 0.22 |       |      |
| v/c Ratio              | 0.31  | 0.08 |      | 0.16 | 0.08 |      | 0.38 | 0.34 |      | 0.36 | 0.38  |      |
| Uniform Delay, d1      | 13.4  | 13.0 |      | 13.1 | 13.0 |      | 3.3  | 3.2  |      | 3.2  | 3.3   |      |
| Progression Factor     | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 0.9   | 0.1  |      | 0.4  | 0.1  |      | 0.4  | 0.2  |      | 0.4  | 0.2   |      |
| Delay (s)              | 14.3  | 13.1 |      | 13.5 | 13.1 |      | 3.7  | 3.4  |      | 3.6  | 3.5   |      |
| Level of Service       | B     | B    |      | B    | B    |      | A    | A    |      | A    | A     |      |
| Approach Delay (s)     |       | 13.7 |      |      | 13.2 |      |      | 3.5  |      |      | 3.6   |      |
| Approach LOS           |       | B    |      |      | B    |      |      | A    |      |      | A     |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 5.0   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.37  |                      |     |
| Actuated Cycle Length (s)         | 35.6  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 57.8% | ICU Level of Service | B   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

Existing + Phase 1  
 AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↖    | ↗    |      | ↔    |      | ↖    | ↗    |      |      | ↔    |      |
| Sign Control           |      | Stop |      |      | Stop |      |      | Stop |      |      | Stop |      |
| Volume (vph)           | 570  | 180  | 20   | 10   | 590  | 670  | 20   | 10   | 10   | 200  | 10   | 170  |
| Peak Hour Factor       | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 655  | 207  | 23   | 11   | 678  | 770  | 23   | 11   | 11   | 230  | 11   | 195  |

| Direction, Lane #     | EB 1  | EB 2  | WB 1  | NB 1 | NB 2  | SB 1  |
|-----------------------|-------|-------|-------|------|-------|-------|
| Volume Total (vph)    | 862   | 23    | 1460  | 23   | 23    | 437   |
| Volume Left (vph)     | 655   | 0     | 11    | 23   | 0     | 230   |
| Volume Right (vph)    | 0     | 23    | 770   | 0    | 11    | 195   |
| Hadj (s)              | 0.41  | -0.67 | -0.28 | 0.53 | -0.32 | -0.13 |
| Departure Headway (s) | 8.1   | 7.0   | 7.4   | 10.0 | 9.2   | 7.7   |
| Degree Utilization, x | 1.93  | 0.04  | 3.01  | 0.06 | 0.06  | 0.94  |
| Capacity (veh/h)      | 453   | 507   | 489   | 349  | 381   | 461   |
| Control Delay (s)     | 445.3 | 9.1   | 924.4 | 12.5 | 11.6  | 55.4  |
| Approach Delay (s)    | 434.0 |       | 924.4 | 12.0 |       | 55.4  |
| Approach LOS          | F     |       | F     | B    |       | F     |

Intersection Summary

|                                   |        |
|-----------------------------------|--------|
| Delay                             | 621.8  |
| HCM Level of Service              | F      |
| Intersection Capacity Utilization | 152.3% |
| ICU Level of Service              | H      |
| Analysis Period (min)             | 15     |

HCM Signalized Intersection Capacity Analysis  
 17: 11th Street & Lammers Road

Existing + Phase 1  
 AM Peak Hour

| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|-------|-------|------|-------|------|------|------|-------|------|
| Lane Configurations    |      |      |      |       |       |      |       |      |      |      |       |      |
| Volume (vph)           | 20   | 350  | 90   | 640   | 1350  | 80   | 120   | 140  | 460  | 50   | 120   | 80   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 5.5  | 6.1  | 6.1  | 5.5   | 6.1   | 6.1  | 5.5   | 6.1  | 6.1  | 5.5  | 6.1   | 6.1  |
| Lane Util. Factor      | 0.97 | 0.91 | 1.00 | 1.00  | 0.91  | 1.00 | 0.97  | 0.95 | 1.00 | 0.97 | 1.00  | 1.00 |
| Frbp, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 0.98 | 1.00 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00  | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 3433 | 5085 | 1583 | 1770  | 5085  | 1583 | 3433  | 3539 | 1549 | 3433 | 1863  | 1583 |
| Flt Permitted          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 3433 | 5085 | 1583 | 1770  | 5085  | 1583 | 3433  | 3539 | 1549 | 3433 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.86 | 0.86 | 0.86 | 0.86  | 0.86  | 0.86 | 0.86  | 0.86 | 0.86 | 0.86 | 0.86  | 0.86 |
| Adj. Flow (vph)        | 23   | 407  | 105  | 744   | 1570  | 93   | 140   | 163  | 535  | 58   | 140   | 93   |
| RTOR Reduction (vph)   | 0    | 0    | 90   | 0     | 0     | 36   | 0     | 0    | 466  | 0    | 0     | 81   |
| Lane Group Flow (vph)  | 23   | 407  | 15   | 744   | 1570  | 57   | 140   | 163  | 69   | 58   | 140   | 12   |
| Confl. Peds. (#/hr)    |      |      |      |       |       |      |       |      | 14   | 14   |       |      |
| Turn Type              | Prot |      | Perm | Prot  |       | Perm | Prot  |      | Perm | Prot |       | Perm |
| Protected Phases       | 5    | 2    |      | 1     | 6     |      | 7     | 4    |      | 3    | 8     |      |
| Permitted Phases       |      |      | 2    |       |       | 6    |       |      | 4    |      |       | 8    |
| Actuated Green, G (s)  | 3.8  | 12.7 | 12.7 | 33.8  | 42.7  | 42.7 | 9.4   | 11.8 | 11.8 | 9.8  | 12.2  | 12.2 |
| Effective Green, g (s) | 3.8  | 12.7 | 12.7 | 33.8  | 42.7  | 42.7 | 9.4   | 11.8 | 11.8 | 9.8  | 12.2  | 12.2 |
| Actuated g/C Ratio     | 0.04 | 0.14 | 0.14 | 0.37  | 0.47  | 0.47 | 0.10  | 0.13 | 0.13 | 0.11 | 0.13  | 0.13 |
| Clearance Time (s)     | 5.5  | 6.1  | 6.1  | 5.5   | 6.1   | 6.1  | 5.5   | 6.1  | 6.1  | 5.5  | 6.1   | 6.1  |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 143  | 707  | 220  | 655   | 2378  | 740  | 353   | 457  | 200  | 368  | 249   | 212  |
| v/s Ratio Prot         | 0.01 | 0.08 |      | c0.42 | c0.31 |      | c0.04 | 0.05 |      | 0.02 | c0.08 |      |
| v/s Ratio Perm         |      |      | 0.01 |       |       | 0.04 |       |      | 0.04 |      |       | 0.01 |
| v/c Ratio              | 0.16 | 0.58 | 0.07 | 1.14  | 0.66  | 0.08 | 0.40  | 0.36 | 0.35 | 0.16 | 0.56  | 0.06 |
| Uniform Delay, d1      | 42.2 | 36.8 | 34.1 | 28.8  | 18.7  | 13.4 | 38.3  | 36.3 | 36.2 | 37.0 | 37.0  | 34.5 |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 0.5  | 1.1  | 0.1  | 78.9  | 0.7   | 0.0  | 0.7   | 0.5  | 1.0  | 0.2  | 2.9   | 0.1  |
| Delay (s)              | 42.7 | 37.9 | 34.3 | 107.7 | 19.4  | 13.5 | 39.0  | 36.8 | 37.3 | 37.2 | 39.9  | 34.7 |
| Level of Service       | D    | D    | C    | F     | B     | B    | D     | D    | D    | D    | D     | C    |
| Approach Delay (s)     |      | 37.4 |      |       | 46.5  |      |       | 37.5 |      |      | 37.7  |      |
| Approach LOS           |      | D    |      |       | D     |      |       | D    |      |      | D     |      |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 42.8  | HCM Level of Service D    |
| HCM Volume to Capacity ratio      | 0.88  |                           |
| Actuated Cycle Length (s)         | 91.3  | Sum of lost time (s) 23.2 |
| Intersection Capacity Utilization | 78.4% | ICU Level of Service D    |
| Analysis Period (min)             | 15    |                           |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing + Phase 1  
 AM Peak Hour



| Movement                          | EBL   | EBR   | NBL    | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|-------|--------|----------------------|------|------|
| Lane Configurations               |       |       |        |                      |      |      |
| Sign Control                      | Stop  |       |        | Stop                 | Stop |      |
| Volume (vph)                      | 130   | 210   | 840    | 420                  | 220  | 410  |
| Peak Hour Factor                  | 0.87  | 0.87  | 0.87   | 0.87                 | 0.87 | 0.87 |
| Hourly flow rate (vph)            | 149   | 241   | 966    | 483                  | 253  | 471  |
| Direction, Lane #                 | EB 1  | NB 1  | SB 1   |                      |      |      |
| Volume Total (vph)                | 391   | 1448  | 724    |                      |      |      |
| Volume Left (vph)                 | 149   | 966   | 0      |                      |      |      |
| Volume Right (vph)                | 241   | 0     | 471    |                      |      |      |
| Hadj (s)                          | -0.26 | 0.17  | -0.36  |                      |      |      |
| Departure Headway (s)             | 6.7   | 6.6   | 6.0    |                      |      |      |
| Degree Utilization, x             | 0.73  | 2.64  | 1.21   |                      |      |      |
| Capacity (veh/h)                  | 526   | 553   | 603    |                      |      |      |
| Control Delay (s)                 | 25.8  | 756.5 | 131.6  |                      |      |      |
| Approach Delay (s)                | 25.8  | 756.5 | 131.6  |                      |      |      |
| Approach LOS                      | D     | F     | F      |                      |      |      |
| Intersection Summary              |       |       |        |                      |      |      |
| Delay                             |       |       | 468.5  |                      |      |      |
| HCM Level of Service              |       |       | F      |                      |      |      |
| Intersection Capacity Utilization |       |       | 135.5% | ICU Level of Service |      | H    |
| Analysis Period (min)             |       |       | 15     |                      |      |      |

HCM Unsignalized Intersection Capacity Analysis  
 20: Valpico Road & Lammers Road

Existing + Phase 1  
 AM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    | W    | R    | T    | R    | L    | T    |
| Volume (veh/h)         | 10   | 880  | 20   | 10   | 300  | 10   |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 11   | 1000 | 23   | 11   | 341  | 11   |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 722  | 28   |      |      | 34   |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 722  | 28   |      |      | 34   |      |
| tC, single (s)         | 6.4  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 96   | 4    |      |      | 78   |      |
| cM capacity (veh/h)    | 309  | 1047 |      |      | 1577 |      |

| Direction, Lane #      | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total           | 1011 | 34   | 352  |
| Volume Left            | 11   | 0    | 341  |
| Volume Right           | 1000 | 11   | 0    |
| cSH                    | 1019 | 1700 | 1577 |
| Volume to Capacity     | 0.99 | 0.02 | 0.22 |
| Queue Length 95th (ft) | 475  | 0    | 21   |
| Control Delay (s)      | 46.5 | 0.0  | 7.7  |
| Lane LOS               | E    |      | A    |
| Approach Delay (s)     | 46.5 | 0.0  | 7.7  |
| Approach LOS           | E    |      |      |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Average Delay                     |  | 35.6  |                        |
| Intersection Capacity Utilization |  | 85.5% | ICU Level of Service E |
| Analysis Period (min)             |  | 15    |                        |

HCM Signalized Intersection Capacity Analysis  
103: Road A & Mountain House Parkway

Existing + Phase 1  
AM Peak Hour

| Movement                          | EBL   | EBT  | EBR   | WBL  | WBT  | WBR  | NBL                  | NBT  | NBR  | SBL  | SBT   | SBR  |
|-----------------------------------|-------|------|-------|------|------|------|----------------------|------|------|------|-------|------|
| Lane Configurations               |       |      |       |      |      |      |                      |      |      |      |       |      |
| Volume (vph)                      | 60    | 10   | 50    | 30   | 10   | 50   | 140                  | 450  | 50   | 110  | 1550  | 180  |
| Ideal Flow (vphpl)                | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900                 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)               | 4.0   | 4.0  |       | 4.0  | 4.0  |      | 4.0                  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor                 | 1.00  | 1.00 |       | 1.00 | 1.00 |      | 1.00                 | 0.95 | 1.00 | 1.00 | 0.95  | 1.00 |
| Frbp, ped/bikes                   | 1.00  | 0.98 |       | 1.00 | 0.97 |      | 1.00                 | 1.00 | 0.96 | 1.00 | 1.00  | 0.96 |
| Flpb, ped/bikes                   | 1.00  | 1.00 |       | 1.00 | 1.00 |      | 1.00                 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                               | 1.00  | 0.88 |       | 1.00 | 0.88 |      | 1.00                 | 1.00 | 0.85 | 1.00 | 1.00  | 0.85 |
| Flt Protected                     | 0.95  | 1.00 |       | 0.95 | 1.00 |      | 0.95                 | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (prot)                 | 1770  | 1604 |       | 1770 | 1583 |      | 1770                 | 3539 | 1517 | 1770 | 3539  | 1517 |
| Flt Permitted                     | 0.71  | 1.00 |       | 0.71 | 1.00 |      | 0.95                 | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (perm)                 | 1331  | 1604 |       | 1331 | 1583 |      | 1770                 | 3539 | 1517 | 1770 | 3539  | 1517 |
| Peak-hour factor, PHF             | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92                 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)                   | 65    | 11   | 54    | 33   | 11   | 54   | 152                  | 489  | 54   | 120  | 1685  | 196  |
| RTOR Reduction (vph)              | 0     | 46   | 0     | 0    | 46   | 0    | 0                    | 0    | 23   | 0    | 0     | 59   |
| Lane Group Flow (vph)             | 65    | 19   | 0     | 33   | 19   | 0    | 152                  | 489  | 31   | 120  | 1685  | 137  |
| Confl. Peds. (#/hr)               |       |      | 10    |      |      | 10   |                      |      | 10   |      |       | 10   |
| Turn Type                         | Perm  |      |       | Perm |      |      | Prot                 |      | Perm | Prot |       | Perm |
| Protected Phases                  |       | 4    |       |      | 8    |      | 5                    | 2    |      | 1    | 6     |      |
| Permitted Phases                  | 4     |      |       | 8    |      |      |                      |      | 2    |      |       | 6    |
| Actuated Green, G (s)             | 11.0  | 11.0 |       | 11.0 | 11.0 |      | 5.0                  | 43.4 | 43.4 | 8.6  | 47.0  | 47.0 |
| Effective Green, g (s)            | 11.0  | 11.0 |       | 11.0 | 11.0 |      | 5.0                  | 43.4 | 43.4 | 8.6  | 47.0  | 47.0 |
| Actuated g/C Ratio                | 0.15  | 0.15 |       | 0.15 | 0.15 |      | 0.07                 | 0.58 | 0.58 | 0.11 | 0.63  | 0.63 |
| Clearance Time (s)                | 4.0   | 4.0  |       | 4.0  | 4.0  |      | 4.0                  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)             | 3.0   | 3.0  |       | 3.0  | 3.0  |      | 3.0                  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)                | 195   | 235  |       | 195  | 232  |      | 118                  | 2048 | 878  | 203  | 2218  | 951  |
| v/s Ratio Prot                    |       | 0.01 |       |      | 0.01 |      | c0.09                | 0.14 |      | 0.07 | c0.48 |      |
| v/s Ratio Perm                    | c0.05 |      |       | 0.02 |      |      |                      |      | 0.02 |      |       | 0.09 |
| v/c Ratio                         | 0.33  | 0.08 |       | 0.17 | 0.08 |      | 1.29                 | 0.24 | 0.04 | 0.59 | 0.76  | 0.14 |
| Uniform Delay, d1                 | 28.7  | 27.6 |       | 28.0 | 27.6 |      | 35.0                 | 7.7  | 6.8  | 31.5 | 10.0  | 5.7  |
| Progression Factor                | 1.00  | 1.00 |       | 1.00 | 1.00 |      | 0.88                 | 1.32 | 2.16 | 0.91 | 1.06  | 1.70 |
| Incremental Delay, d2             | 1.0   | 0.1  |       | 0.4  | 0.2  |      | 178.2                | 0.3  | 0.1  | 2.4  | 1.3   | 0.2  |
| Delay (s)                         | 29.7  | 27.8 |       | 28.4 | 27.8 |      | 209.1                | 10.4 | 14.7 | 31.1 | 11.9  | 10.0 |
| Level of Service                  | C     | C    |       | C    | C    |      | F                    | B    | B    | C    | B     | A    |
| Approach Delay (s)                |       | 28.8 |       |      | 28.0 |      |                      | 54.2 |      |      | 12.9  |      |
| Approach LOS                      |       | C    |       |      | C    |      |                      | D    |      |      | B     |      |
| <b>Intersection Summary</b>       |       |      |       |      |      |      |                      |      |      |      |       |      |
| HCM Average Control Delay         |       |      | 23.9  |      |      |      | HCM Level of Service |      |      | C    |       |      |
| HCM Volume to Capacity ratio      |       |      | 0.73  |      |      |      |                      |      |      |      |       |      |
| Actuated Cycle Length (s)         |       |      | 75.0  |      |      |      | Sum of lost time (s) |      |      | 12.0 |       |      |
| Intersection Capacity Utilization |       |      | 74.4% |      |      |      | ICU Level of Service |      |      | D    |       |      |
| Analysis Period (min)             |       |      | 15    |      |      |      |                      |      |      |      |       |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

Existing + Phase 1  
 PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR   |
|------------------------|------|------|------|------|------|------|-------|-------|------|------|------|-------|
| Lane Configurations    |      |      |      |      | ↕    | ↗↘   | ↖     | ↕↕    |      |      | ↕↕↕  | ↖     |
| Volume (vph)           | 0    | 0    | 0    | 640  | 0    | 260  | 160   | 680   | 0    | 0    | 400  | 90    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    |      |      |      |      | 4.0  | 4.0  | 4.0   | 4.0   |      |      | 4.0  | 2.3   |
| Lane Util. Factor      |      |      |      |      | 1.00 | 0.88 | 1.00  | 0.95  |      |      | 0.91 | 1.00  |
| Frbp, ped/bikes        |      |      |      |      | 1.00 | 1.00 | 1.00  | 1.00  |      |      | 1.00 | 1.00  |
| Flpb, ped/bikes        |      |      |      |      | 1.00 | 1.00 | 1.00  | 1.00  |      |      | 1.00 | 1.00  |
| Frt                    |      |      |      |      | 1.00 | 0.85 | 1.00  | 1.00  |      |      | 1.00 | 0.85  |
| Flt Protected          |      |      |      |      | 0.95 | 1.00 | 0.95  | 1.00  |      |      | 1.00 | 1.00  |
| Satd. Flow (prot)      |      |      |      |      | 1570 | 2842 | 1641  | 3539  |      |      | 5136 | 1599  |
| Flt Permitted          |      |      |      |      | 0.95 | 1.00 | 0.95  | 1.00  |      |      | 1.00 | 1.00  |
| Satd. Flow (perm)      |      |      |      |      | 1570 | 2842 | 1641  | 3539  |      |      | 5136 | 1599  |
| Peak-hour factor, PHF  | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93  | 0.93  | 0.93 | 0.93 | 0.93 | 0.93  |
| Adj. Flow (vph)        | 0    | 0    | 0    | 688  | 0    | 280  | 172   | 731   | 0    | 0    | 430  | 97    |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 0    | 55   | 0     | 0     | 0    | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 0    | 0    | 0    | 0    | 688  | 225  | 172   | 731   | 0    | 0    | 430  | 97    |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |       |       | 2    |      |      |       |
| Heavy Vehicles (%)     | 0%   | 0%   | 0%   | 15%  | 0%   | 0%   | 10%   | 2%    | 0%   | 0%   | 1%   | 1%    |
| Turn Type              |      |      |      | Perm |      | Perm | Prot  |       |      |      |      | Free  |
| Protected Phases       |      |      |      |      | 8    |      | 5     | 2     |      |      | 6    |       |
| Permitted Phases       |      |      |      | 8    |      | 8    |       |       |      |      |      | Free  |
| Actuated Green, G (s)  |      |      |      |      | 62.3 | 62.3 | 17.2  | 46.9  |      |      | 25.2 | 120.0 |
| Effective Green, g (s) |      |      |      |      | 63.4 | 63.4 | 17.7  | 48.6  |      |      | 26.9 | 120.0 |
| Actuated g/C Ratio     |      |      |      |      | 0.53 | 0.53 | 0.15  | 0.41  |      |      | 0.22 | 1.00  |
| Clearance Time (s)     |      |      |      |      | 5.1  | 5.1  | 4.5   | 5.7   |      |      | 5.7  |       |
| Vehicle Extension (s)  |      |      |      |      | 3.0  | 3.0  | 3.0   | 3.0   |      |      | 3.0  |       |
| Lane Grp Cap (vph)     |      |      |      |      | 829  | 1502 | 242   | 1433  |      |      | 1151 | 1599  |
| v/s Ratio Prot         |      |      |      |      |      |      | c0.10 | c0.21 |      |      | 0.08 |       |
| v/s Ratio Perm         |      |      |      |      | 0.44 | 0.08 |       |       |      |      |      | 0.06  |
| v/c Ratio              |      |      |      |      | 0.83 | 0.15 | 0.71  | 0.51  |      |      | 0.37 | 0.06  |
| Uniform Delay, d1      |      |      |      |      | 23.8 | 14.5 | 48.7  | 26.8  |      |      | 39.4 | 0.0   |
| Progression Factor     |      |      |      |      | 1.00 | 1.00 | 1.06  | 0.94  |      |      | 1.00 | 1.00  |
| Incremental Delay, d2  |      |      |      |      | 6.9  | 0.0  | 8.3   | 1.1   |      |      | 0.9  | 0.1   |
| Delay (s)              |      |      |      |      | 30.7 | 14.5 | 60.1  | 26.4  |      |      | 40.3 | 0.1   |
| Level of Service       |      |      |      |      | C    | B    | E     | C     |      |      | D    | A     |
| Approach Delay (s)     |      | 0.0  |      |      | 26.0 |      |       | 32.9  |      |      | 32.9 |       |
| Approach LOS           |      | A    |      |      | C    |      |       | C     |      |      | C    |       |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 30.1  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.72  |                      |     |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 64.3% | ICU Level of Service | C   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing + Phase 1  
 PM Peak Hour



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR   | SBL  | SBT  | SBR  |
|------------------------|-------|-------|------|------|------|------|------|-------|-------|------|------|------|
| Lane Configurations    |       |       |      |      |      |      |      |       |       |      |      |      |
| Volume (vph)           | 260   | 10    | 110  | 0    | 0    | 0    | 0    | 580   | 1540  | 0    | 830  | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.1   | 5.1   | 5.1  |      |      |      |      | 5.7   | 5.7   |      | 5.7  |      |
| Lane Util. Factor      | 0.95  | 0.95  | 1.00 |      |      |      |      | 0.95  | 1.00  |      | 0.95 |      |
| Frpb, ped/bikes        | 1.00  | 1.00  | 1.00 |      |      |      |      | 1.00  | 0.98  |      | 1.00 |      |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00 |      |      |      |      | 1.00  | 1.00  |      | 1.00 |      |
| Frt                    | 1.00  | 1.00  | 0.85 |      |      |      |      | 1.00  | 0.85  |      | 1.00 |      |
| Flt Protected          | 0.95  | 0.96  | 1.00 |      |      |      |      | 1.00  | 1.00  |      | 1.00 |      |
| Satd. Flow (prot)      | 1715  | 1725  | 1495 |      |      |      |      | 3343  | 1438  |      | 3195 |      |
| Flt Permitted          | 0.95  | 0.96  | 1.00 |      |      |      |      | 1.00  | 1.00  |      | 1.00 |      |
| Satd. Flow (perm)      | 1715  | 1725  | 1495 |      |      |      |      | 3343  | 1438  |      | 3195 |      |
| Peak-hour factor, PHF  | 0.87  | 0.87  | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87  | 0.87  | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph)        | 299   | 11    | 126  | 0    | 0    | 0    | 0    | 667   | 1770  | 0    | 954  | 0    |
| RTOR Reduction (vph)   | 0     | 0     | 116  | 0    | 0    | 0    | 0    | 0     | 159   | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 155   | 155   | 10   | 0    | 0    | 0    | 0    | 667   | 1611  | 0    | 954  | 0    |
| Confl. Bikes (#/hr)    |       |       |      |      |      |      |      |       | 1     |      |      |      |
| Heavy Vehicles (%)     | 0%    | 0%    | 8%   | 0%   | 0%   | 0%   | 0%   | 8%    | 10%   | 0%   | 13%  | 0%   |
| Turn Type              | Perm  |       | Perm |      |      |      |      |       | Perm  |      |      |      |
| Protected Phases       |       | 4     |      |      |      |      |      | 2     |       |      | 6    |      |
| Permitted Phases       | 4     |       | 4    |      |      |      |      |       | 2     |      |      |      |
| Actuated Green, G (s)  | 9.9   | 9.9   | 9.9  |      |      |      |      | 99.3  | 99.3  |      | 99.3 |      |
| Effective Green, g (s) | 9.9   | 9.9   | 9.9  |      |      |      |      | 99.3  | 99.3  |      | 99.3 |      |
| Actuated g/C Ratio     | 0.08  | 0.08  | 0.08 |      |      |      |      | 0.83  | 0.83  |      | 0.83 |      |
| Clearance Time (s)     | 5.1   | 5.1   | 5.1  |      |      |      |      | 5.7   | 5.7   |      | 5.7  |      |
| Vehicle Extension (s)  | 3.0   | 3.0   | 3.0  |      |      |      |      | 3.0   | 3.0   |      | 3.0  |      |
| Lane Grp Cap (vph)     | 141   | 142   | 123  |      |      |      |      | 2766  | 1190  |      | 2644 |      |
| v/s Ratio Prot         |       |       |      |      |      |      |      | 0.20  |       |      | 0.30 |      |
| v/s Ratio Perm         | c0.09 | 0.09  | 0.01 |      |      |      |      |       | c1.12 |      |      |      |
| v/c Ratio              | 1.10  | 1.09  | 0.08 |      |      |      |      | 0.24  | 1.35  |      | 0.36 |      |
| Uniform Delay, d1      | 55.0  | 55.0  | 50.9 |      |      |      |      | 2.2   | 10.4  |      | 2.5  |      |
| Progression Factor     | 1.00  | 1.00  | 1.00 |      |      |      |      | 0.48  | 6.23  |      | 2.17 |      |
| Incremental Delay, d2  | 104.9 | 102.2 | 0.3  |      |      |      |      | 0.1   | 161.0 |      | 0.3  |      |
| Delay (s)              | 159.9 | 157.2 | 51.2 |      |      |      |      | 1.1   | 225.5 |      | 5.8  |      |
| Level of Service       | F     | F     | D    |      |      |      |      | A     | F     |      | A    |      |
| Approach Delay (s)     |       | 127.5 |      |      | 0.0  |      |      | 164.1 |       |      | 5.8  |      |
| Approach LOS           |       | F     |      |      | A    |      |      | F     |       |      | A    |      |

Intersection Summary

|                                   |        |                      |      |
|-----------------------------------|--------|----------------------|------|
| HCM Average Control Delay         | 120.5  | HCM Level of Service | F    |
| HCM Volume to Capacity ratio      | 1.33   |                      |      |
| Actuated Cycle Length (s)         | 120.0  | Sum of lost time (s) | 10.8 |
| Intersection Capacity Utilization | 111.8% | ICU Level of Service | H    |
| Analysis Period (min)             | 15     |                      |      |
| c Critical Lane Group             |        |                      |      |



HCM Signalized Intersection Capacity Analysis  
3: Capital Parks Drive & Mountain House Parkway

Existing + Phase 1  
PM Peak Hour



| Movement               | WBL  | WBR   | NBT   | NBR  | SBL   | SBT  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 100  | 730   | 1120  | 80   | 250   | 660  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00 | 0.88  | 0.95  | 1.00 | 0.97  | 0.95 |
| Frpb, ped/bikes        | 1.00 | 0.97  | 1.00  | 0.99 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 0.85  | 1.00  | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95 | 1.00  | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770 | 2705  | 3539  | 1561 | 3433  | 3539 |
| Flt Permitted          | 0.95 | 1.00  | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (perm)      | 1770 | 2705  | 3539  | 1561 | 3433  | 3539 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 109  | 793   | 1217  | 87   | 272   | 717  |
| RTOR Reduction (vph)   | 0    | 371   | 0     | 36   | 0     | 0    |
| Lane Group Flow (vph)  | 109  | 422   | 1217  | 51   | 272   | 717  |
| Confl. Bikes (#/hr)    |      | 5     |       | 5    |       |      |
| Turn Type              |      | Perm  |       | Perm | Prot  |      |
| Protected Phases       | 8    |       | 2     |      | 1     | 6    |
| Permitted Phases       | 8    | 8     |       | 2    |       |      |
| Actuated Green, G (s)  | 23.8 | 23.8  | 70.1  | 70.1 | 14.1  | 88.2 |
| Effective Green, g (s) | 23.8 | 23.8  | 70.1  | 70.1 | 14.1  | 88.2 |
| Actuated g/C Ratio     | 0.20 | 0.20  | 0.58  | 0.58 | 0.12  | 0.74 |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 351  | 536   | 2067  | 912  | 403   | 2601 |
| v/s Ratio Prot         | 0.06 |       | c0.34 |      | c0.08 | 0.20 |
| v/s Ratio Perm         |      | c0.16 |       | 0.03 |       |      |
| v/c Ratio              | 0.31 | 0.79  | 0.59  | 0.06 | 0.67  | 0.28 |
| Uniform Delay, d1      | 41.1 | 45.7  | 15.8  | 10.7 | 50.8  | 5.3  |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 0.97  | 0.90 |
| Incremental Delay, d2  | 0.5  | 7.5   | 1.2   | 0.1  | 4.2   | 0.2  |
| Delay (s)              | 41.6 | 53.2  | 17.1  | 10.8 | 53.3  | 5.0  |
| Level of Service       | D    | D     | B     | B    | D     | A    |
| Approach Delay (s)     | 51.8 |       | 16.6  |      |       | 18.3 |
| Approach LOS           | D    |       | B     |      |       | B    |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 27.1  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.64  |                      |      |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 63.2% | ICU Level of Service | B    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: Old Schulte Road & Mountain House Parkway


















Existing + Phase 1  
PM Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL                  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR  |
|-----------------------------------|------|------|-------|----------------------|-------|------|------|-------|------|-------|------|------|
| Lane Configurations               |      |      |       |                      |       |      |      |       |      |       |      |      |
| Volume (vph)                      | 60   | 40   | 100   | 490                  | 30    | 740  | 60   | 200   | 410  | 570   | 200  | 20   |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900                 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)               | 7.5  | 7.5  | 7.5   | 7.5                  | 7.5   |      | 7.5  | 7.5   | 7.5  | 7.5   | 7.5  | 7.5  |
| Lane Util. Factor                 | 1.00 | 0.95 | 1.00  | 0.97                 | 1.00  |      | 1.00 | 0.95  | 1.00 | 0.97  | 0.95 | 1.00 |
| Frt                               | 1.00 | 1.00 | 0.85  | 1.00                 | 0.86  |      | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 |
| Flt Protected                     | 0.95 | 1.00 | 1.00  | 0.95                 | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)                 | 1597 | 3505 | 1553  | 2779                 | 1406  |      | 1612 | 3471  | 1509 | 3072  | 3139 | 1077 |
| Flt Permitted                     | 0.95 | 1.00 | 1.00  | 0.95                 | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)                 | 1597 | 3505 | 1553  | 2779                 | 1406  |      | 1612 | 3471  | 1509 | 3072  | 3139 | 1077 |
| Peak-hour factor, PHF             | 0.85 | 0.85 | 0.85  | 0.85                 | 0.85  | 0.85 | 0.85 | 0.85  | 0.85 | 0.85  | 0.85 | 0.85 |
| Adj. Flow (vph)                   | 71   | 47   | 118   | 576                  | 35    | 871  | 71   | 235   | 482  | 671   | 235  | 24   |
| RTOR Reduction (vph)              | 0    | 0    | 110   | 0                    | 353   | 0    | 0    | 0     | 427  | 0     | 0    | 18   |
| Lane Group Flow (vph)             | 71   | 47   | 8     | 576                  | 553   | 0    | 71   | 235   | 55   | 671   | 235  | 6    |
| Heavy Vehicles (%)                | 13%  | 3%   | 4%    | 26%                  | 6%    | 16%  | 12%  | 4%    | 7%   | 14%   | 15%  | 50%  |
| Turn Type                         | Prot |      | Perm  | Prot                 |       |      | Prot |       | Perm | Prot  |      | Perm |
| Protected Phases                  | 7    | 4    |       | 3                    | 8     |      | 5    | 2     |      | 1     | 6    |      |
| Permitted Phases                  |      |      | 4     |                      |       |      |      |       | 2    |       |      | 6    |
| Actuated Green, G (s)             | 12.1 | 10.4 | 10.4  | 56.8                 | 55.1  |      | 12.0 | 17.1  | 17.1 | 35.1  | 40.2 | 40.2 |
| Effective Green, g (s)            | 12.1 | 10.4 | 10.4  | 56.8                 | 55.1  |      | 12.0 | 17.1  | 17.1 | 35.1  | 40.2 | 40.2 |
| Actuated g/C Ratio                | 0.08 | 0.07 | 0.07  | 0.38                 | 0.37  |      | 0.08 | 0.11  | 0.11 | 0.23  | 0.27 | 0.27 |
| Clearance Time (s)                | 7.5  | 7.5  | 7.5   | 7.5                  | 7.5   |      | 7.5  | 7.5   | 7.5  | 7.5   | 7.5  | 7.5  |
| Vehicle Extension (s)             | 3.0  | 3.0  | 3.0   | 3.0                  | 3.0   |      | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 129  | 244  | 108   | 1057                 | 519   |      | 129  | 397   | 173  | 722   | 845  | 290  |
| v/s Ratio Prot                    | 0.04 | 0.01 |       | c0.21                | c0.39 |      | 0.04 | c0.07 |      | c0.22 | 0.07 |      |
| v/s Ratio Perm                    |      |      | 0.01  |                      |       |      |      |       | 0.04 |       |      | 0.01 |
| v/c Ratio                         | 0.55 | 0.19 | 0.08  | 0.54                 | 1.06  |      | 0.55 | 0.59  | 0.32 | 0.93  | 0.28 | 0.02 |
| Uniform Delay, d1                 | 66.0 | 65.5 | 65.0  | 36.2                 | 47.2  |      | 66.1 | 62.8  | 60.8 | 55.9  | 43.1 | 40.1 |
| Progression Factor                | 1.00 | 1.00 | 1.00  | 1.00                 | 1.00  |      | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2             | 5.0  | 0.4  | 0.3   | 0.6                  | 57.8  |      | 5.0  | 2.4   | 1.1  | 18.2  | 0.2  | 0.0  |
| Delay (s)                         | 71.0 | 65.9 | 65.3  | 36.8                 | 105.0 |      | 71.1 | 65.2  | 61.9 | 74.1  | 43.3 | 40.2 |
| Level of Service                  | E    | E    | E     | D                    | F     |      | E    | E     | E    | E     | D    | D    |
| Approach Delay (s)                |      | 67.2 |       |                      | 78.5  |      |      | 63.7  |      |       | 65.5 |      |
| Approach LOS                      |      | E    |       |                      | E     |      |      | E     |      |       | E    |      |
| <b>Intersection Summary</b>       |      |      |       |                      |       |      |      |       |      |       |      |      |
| HCM Average Control Delay         |      |      | 70.8  | HCM Level of Service |       |      |      | E     |      |       |      |      |
| HCM Volume to Capacity ratio      |      |      | 0.86  |                      |       |      |      |       |      |       |      |      |
| Actuated Cycle Length (s)         |      |      | 149.4 | Sum of lost time (s) |       |      |      | 22.5  |      |       |      |      |
| Intersection Capacity Utilization |      |      | 93.2% | ICU Level of Service |       |      |      | F     |      |       |      |      |
| Analysis Period (min)             |      |      | 15    |                      |       |      |      |       |      |       |      |      |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

Existing + Phase 1  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |
| Volume (veh/h)                    | 10  | 450   | 0   | 0   | 500   | 290   | 10   | 10  | 220   | 0   | 0   | 0   |
| Sign Control                      |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| 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  |
| Hourly flow rate (vph)            | 11  | 484   | 0   | 0   | 538   | 312   | 11   | 11  | 237   | 0   | 0   | 0   |
| Pedestrians                       |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Width (ft)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| Walking Speed (ft/s)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Percent Blockage                  |   |   |   |   |   |   |  |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   | 3   |   |   |   |
| Median type                       |   | None  |   |   | None  |   |  |   |   |   |   |   |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Upstream signal (ft)              |   |   |   |   | 1190  |   |  |   |   |   |   |   |
| pX, platoon unblocked             | 0.99  |   |   |   |   |   | 0.99   | 0.99  |   | 0.99  | 0.99  | 0.99  |
| vC, conflicting volume            | 538   |   |   | 484   |   |   | 1043   | 1043  | 484   | 1048  | 1043  | 538   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vCu, unblocked vol                | 528   |   |   | 484   |   |   | 1039   | 1039  | 484   | 1044  | 1039  | 528   |
| tC, single (s)                    | 4.1   |   |   | 4.1   |   |   | 7.1  | 6.5   | 6.3   | 7.1   | 6.5   | 6.2   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| tF (s)                            | 2.2   |   |   | 2.2   |   |   | 3.5  | 4.0   | 3.4   | 3.5   | 4.0   | 3.3   |
| p0 queue free %                   | 99  |   |   | 100   |   |   | 95   | 95  | 58  | 100   | 100   | 100   |
| cM capacity (veh/h)               | 1039  |   |   | 1089  |   |   | 207  | 228   | 567   | 115   | 228   | 549   |
| <b>Direction, Lane #</b>          | <b>EB 1</b>   | <b>WB 1</b>   | <b>WB 2</b>   | <b>NB 1</b>   |   |   |  |   |   |   |   |   |
| Volume Total                      | 495   | 538   | 312   | 258   |   |   |  |   |   |   |   |   |
| Volume Left                       | 11  | 0   | 0   | 11  |   |   |  |   |   |   |   |   |
| Volume Right                      | 0   | 0   | 312   | 237   |   |   |  |   |   |   |   |   |
| cSH                               | 1039  | 1700  | 1700  | 618   |   |   |  |   |   |   |   |   |
| Volume to Capacity                | 0.01  | 0.32  | 0.18  | 0.42  |   |   |  |   |   |   |   |   |
| Queue Length 95th (ft)            | 1   | 0   | 0   | 51  |   |   |  |   |   |   |   |   |
| Control Delay (s)                 | 0.3   | 0.0   | 0.0   | 16.4  |   |   |  |   |   |   |   |   |
| Lane LOS                          | A   |   |   | C   |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 0.3   | 0.0   |   | 16.4  |   |   |  |   |   |   |   |   |
| Approach LOS                      |   |   |   | C   |   |   |  |   |   |   |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| Average Delay                     |   |   | 2.7   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 55.5%   |   | ICU Level of Service  |   |  |   | B   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

HCM Unsignalized Intersection Capacity Analysis  
 7: Mountain House Parkway & I-580 EB Off-Ramp

Existing + Phase 1  
 PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔    |      |      | ↔    |      |      |      |      |      | ↔    | ↔    |
| Volume (veh/h)         | 0    | 190  | 140  | 480  | 20   | 0    | 0    | 0    | 0    | 270  | 10   | 70   |
| Sign Control           |      | Free |      |      | Free |      |      | Stop |      |      | Stop |      |
| Grade                  |      | 0%   |      |      | 0%   |      |      | 0%   |      |      | 0%   |      |
| 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 |
| Hourly flow rate (vph) | 0    | 209  | 154  | 527  | 22   | 0    | 0    | 0    | 0    | 297  | 11   | 77   |
| Pedestrians            |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |      |      |      |      |      | 2    |
| Median type            |      | None |      |      | None |      |      |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC, conflicting volume | 22   |      |      | 363  |      |      | 1368 | 1363 | 286  | 1363 | 1440 | 22   |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vCu, unblocked vol     | 22   |      |      | 363  |      |      | 1368 | 1363 | 286  | 1363 | 1440 | 22   |
| tC, single (s)         | 4.1  |      |      | 4.2  |      |      | 7.1  | 6.5  | 6.2  | 7.2  | 6.8  | 6.2  |
| tC, 2 stage (s)        |      |      |      |      |      |      |      |      |      |      |      |      |
| tF (s)                 | 2.2  |      |      | 2.3  |      |      | 3.5  | 4.0  | 3.3  | 3.6  | 4.2  | 3.3  |
| p0 queue free %        | 100  |      |      | 54   |      |      | 100  | 100  | 100  | 0    | 83   | 93   |
| cM capacity (veh/h)    | 1607 |      |      | 1153 |      |      | 66   | 81   | 758  | 77   | 64   | 1061 |

| Direction, Lane #      | EB 1 | WB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total           | 363  | 549  | 385  |
| Volume Left            | 0    | 527  | 297  |
| Volume Right           | 154  | 0    | 77   |
| cSH                    | 1700 | 1153 | 94   |
| Volume to Capacity     | 0.21 | 0.46 | 4.07 |
| Queue Length 95th (ft) | 0    | 61   | Err  |
| Control Delay (s)      | 0.0  | 10.5 | Err  |
| Lane LOS               |      | B    | F    |
| Approach Delay (s)     | 0.0  | 10.5 | Err  |
| Approach LOS           |      |      | F    |

| Intersection Summary              |  |        |                        |
|-----------------------------------|--|--------|------------------------|
| Average Delay                     |  | 2970.3 |                        |
| Intersection Capacity Utilization |  | 71.7%  | ICU Level of Service C |
| Analysis Period (min)             |  | 15     |                        |

# HCM Signalized Intersection Capacity Analysis

## 8: Capital Parks Drive & Hansen Road

Existing + Phase 1  
PM Peak Hour



| Movement               | EBL  | EBR   | NBL   | NBT  | SBT   | SBR  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 30   | 330   | 560   | 100  | 50    | 20   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frpb, ped/bikes        | 1.00 | 0.97  | 1.00  | 1.00 | 0.99  |      |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frt                    | 1.00 | 0.85  | 1.00  | 1.00 | 0.96  |      |
| Flt Protected          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (prot)      | 1770 | 1540  | 1770  | 1863 | 1776  |      |
| Flt Permitted          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (perm)      | 1770 | 1540  | 1770  | 1863 | 1776  |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 33   | 359   | 609   | 109  | 54    | 22   |
| RTOR Reduction (vph)   | 0    | 300   | 0     | 0    | 20    | 0    |
| Lane Group Flow (vph)  | 33   | 59    | 609   | 109  | 56    | 0    |
| Confl. Peds. (#/hr)    |      | 5     |       |      |       | 5    |
| Turn Type              |      | Perm  | Prot  |      |       |      |
| Protected Phases       | 4    |       | 5     | 2    | 6     |      |
| Permitted Phases       |      | 4     |       |      |       |      |
| Actuated Green, G (s)  | 8.2  | 8.2   | 24.3  | 33.5 | 5.2   |      |
| Effective Green, g (s) | 8.2  | 8.2   | 24.3  | 33.5 | 5.2   |      |
| Actuated g/C Ratio     | 0.16 | 0.16  | 0.49  | 0.67 | 0.10  |      |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 292  | 254   | 865   | 1256 | 186   |      |
| v/s Ratio Prot         | 0.02 |       | c0.34 | 0.06 | c0.03 |      |
| v/s Ratio Perm         |      | c0.04 |       |      |       |      |
| v/c Ratio              | 0.11 | 0.23  | 0.70  | 0.09 | 0.30  |      |
| Uniform Delay, d1      | 17.7 | 18.0  | 9.9   | 2.8  | 20.6  |      |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 0.2  | 0.5   | 2.6   | 0.0  | 0.9   |      |
| Delay (s)              | 17.8 | 18.5  | 12.5  | 2.8  | 21.5  |      |
| Level of Service       | B    | B     | B     | A    | C     |      |
| Approach Delay (s)     | 18.4 |       |       | 11.0 | 21.5  |      |
| Approach LOS           | B    |       |       | B    | C     |      |

### Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 14.2  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.55  |                      |      |
| Actuated Cycle Length (s)         | 49.7  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 49.4% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
9: New Schulte Road & Hansen Road

Existing + Phase 1  
PM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |      |      |      |      |      |      |       |      |
| Volume (vph)           | 270   | 10   | 190  | 140  | 10   | 200  | 60   | 190  | 40   | 60   | 250   | 80   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      |
| Frbp, ped/bikes        | 1.00  | 0.98 |      | 1.00 | 0.98 |      | 1.00 | 1.00 |      | 1.00 | 0.99  |      |
| Flpb, ped/bikes        | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      |
| Frt                    | 1.00  | 0.86 |      | 1.00 | 0.86 |      | 1.00 | 0.97 |      | 1.00 | 0.96  |      |
| Flt Protected          | 0.95  | 1.00 |      | 0.95 | 1.00 |      | 0.95 | 1.00 |      | 0.95 | 1.00  |      |
| Satd. Flow (prot)      | 1770  | 1559 |      | 1770 | 1558 |      | 1770 | 1807 |      | 1770 | 1784  |      |
| Flt Permitted          | 0.62  | 1.00 |      | 0.62 | 1.00 |      | 0.47 | 1.00 |      | 0.60 | 1.00  |      |
| Satd. Flow (perm)      | 1148  | 1559 |      | 1158 | 1558 |      | 876  | 1807 |      | 1125 | 1784  |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 293   | 11   | 207  | 152  | 11   | 217  | 65   | 207  | 43   | 65   | 272   | 87   |
| RTOR Reduction (vph)   | 0     | 120  | 0    | 0    | 125  | 0    | 0    | 15   | 0    | 0    | 23    | 0    |
| Lane Group Flow (vph)  | 293   | 98   | 0    | 152  | 103  | 0    | 65   | 235  | 0    | 65   | 336   | 0    |
| Confl. Peds. (#/hr)    |       |      | 5    |      |      | 5    |      |      | 5    |      |       | 5    |
| Turn Type              | Perm  |      |      | Perm |      |      | Perm |      |      | Perm |       |      |
| Protected Phases       |       | 4    |      |      | 8    |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4     |      |      | 8    |      |      | 2    |      |      | 6    |       |      |
| Actuated Green, G (s)  | 15.3  | 15.3 |      | 15.3 | 15.3 |      | 12.9 | 12.9 |      | 12.9 | 12.9  |      |
| Effective Green, g (s) | 15.3  | 15.3 |      | 15.3 | 15.3 |      | 12.9 | 12.9 |      | 12.9 | 12.9  |      |
| Actuated g/C Ratio     | 0.42  | 0.42 |      | 0.42 | 0.42 |      | 0.36 | 0.36 |      | 0.36 | 0.36  |      |
| Clearance Time (s)     | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 485   | 659  |      | 489  | 658  |      | 312  | 644  |      | 401  | 636   |      |
| v/s Ratio Prot         |       | 0.06 |      |      | 0.07 |      |      | 0.13 |      |      | c0.19 |      |
| v/s Ratio Perm         | c0.26 |      |      | 0.13 |      |      | 0.07 |      |      | 0.06 |       |      |
| v/c Ratio              | 0.60  | 0.15 |      | 0.31 | 0.16 |      | 0.21 | 0.37 |      | 0.16 | 0.53  |      |
| Uniform Delay, d1      | 8.1   | 6.4  |      | 6.9  | 6.5  |      | 8.1  | 8.6  |      | 8.0  | 9.2   |      |
| Progression Factor     | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 2.1   | 0.1  |      | 0.4  | 0.1  |      | 0.3  | 0.4  |      | 0.2  | 0.8   |      |
| Delay (s)              | 10.2  | 6.5  |      | 7.3  | 6.6  |      | 8.4  | 9.0  |      | 8.1  | 10.0  |      |
| Level of Service       | B     | A    |      | A    | A    |      | A    | A    |      | A    | B     |      |
| Approach Delay (s)     |       | 8.7  |      |      | 6.9  |      |      | 8.9  |      |      | 9.7   |      |
| Approach LOS           |       | A    |      |      | A    |      |      | A    |      |      | A     |      |




















Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 8.6   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.57  |                      |     |
| Actuated Cycle Length (s)         | 36.2  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 63.3% | ICU Level of Service | B   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

Existing + Phase 1  
 PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |  |   |  |   |  |  |   |   |  |  |
| Sign Control                      |   | Stop  |   |   | Stop  |   |   | Stop  |   |   | Stop  |   |
| Volume (vph)                      | 200   | 800   | 40  | 10  | 360   | 220   | 80  | 40  | 20  | 660   | 40  | 590   |
| Peak Hour Factor                  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  |
| Hourly flow rate (vph)            | 235   | 941   | 47  | 12  | 424   | 259   | 94  | 47  | 24  | 776   | 47  | 694   |
| Direction, Lane #                 | EB 1  | EB 2  | WB 1  | NB 1  | NB 2  | SB 1  |   |   |   |   |   |   |
| Volume Total (vph)                | 1176  | 47  | 694   | 94  | 71  | 1518  |   |   |   |   |   |   |
| Volume Left (vph)                 | 235   | 0   | 12  | 94  | 0   | 776   |   |   |   |   |   |   |
| Volume Right (vph)                | 0   | 47  | 259   | 0   | 24  | 694   |   |   |   |   |   |   |
| Hadj (s)                          | 0.13  | -0.67   | -0.19   | 0.53  | -0.20   | -0.14   |   |   |   |   |   |   |
| Departure Headway (s)             | 8.5   | 7.7   | 8.4   | 10.2  | 9.4   | 8.4   |   |   |   |   |   |   |
| Degree Utilization, x             | 2.79  | 0.10  | 1.61  | 0.27  | 0.18  | 3.54  |   |   |   |   |   |   |
| Capacity (veh/h)                  | 434   | 459   | 435   | 350   | 377   | 432   |   |   |   |   |   |   |
| Control Delay (s)                 | 826.9   | 10.4  | 306.4   | 15.6  | 13.4  | 1166.2  |   |   |   |   |   |   |
| Approach Delay (s)                | 795.5   |   | 306.4   | 14.6  |   | 1166.2  |   |   |   |   |   |   |
| Approach LOS                      | F   |   | F   | B   |   | F   |   |   |   |   |   |   |
| Intersection Summary              |   |   |   |   |   |   |   |   |   |   |   |   |
| Delay                             |   |   | 821.7   |   |   |   |   |   |   |   |   |   |
| HCM Level of Service              |   |   | F   |   |   |   |   |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 177.6%  |   | ICU Level of Service  |   |   | H   |   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
 17: 11th Street & Lammers Road

Existing + Phase 1  
 PM Peak Hour

| Movement               | EBL  | EBT   | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR   | SBL   | SBT  | SBR  |
|------------------------|------|-------|------|-------|------|------|------|------|-------|-------|------|------|
| Lane Configurations    |      |       |      |       |      |      |      |      |       |       |      |      |
| Volume (vph)           | 120  | 1610  | 90   | 260   | 600  | 80   | 40   | 100  | 590   | 60    | 120  | 30   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 5.5  | 6.1   | 6.1  | 5.5   | 6.1  | 6.1  | 5.5  | 6.1  | 6.1   | 5.5   | 6.1  | 6.1  |
| Lane Util. Factor      | 0.97 | 0.91  | 1.00 | 1.00  | 0.91 | 1.00 | 0.97 | 0.95 | 1.00  | 0.97  | 1.00 | 1.00 |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 | 1.00 | 1.00 | 0.85  | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00 | 1.00  | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 3433 | 5085  | 1583 | 1770  | 5085 | 1583 | 3433 | 3539 | 1583  | 3433  | 1863 | 1583 |
| Flt Permitted          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00 | 1.00  | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 3433 | 5085  | 1583 | 1770  | 5085 | 1583 | 3433 | 3539 | 1583  | 3433  | 1863 | 1583 |
| Peak-hour factor, PHF  | 0.89 | 0.89  | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89 | 0.89  | 0.89  | 0.89 | 0.89 |
| Adj. Flow (vph)        | 135  | 1809  | 101  | 292   | 674  | 90   | 45   | 112  | 663   | 67    | 135  | 34   |
| RTOR Reduction (vph)   | 0    | 0     | 59   | 0     | 0    | 74   | 0    | 0    | 190   | 0     | 0    | 28   |
| Lane Group Flow (vph)  | 135  | 1809  | 42   | 292   | 674  | 16   | 45   | 112  | 473   | 67    | 135  | 6    |
| Turn Type              | Prot |       | Perm | Prot  |      | Perm | Prot |      | Perm  | Prot  |      | Perm |
| Protected Phases       | 5    | 2     |      | 1     | 6    |      | 7    | 4    |       | 3     | 8    |      |
| Permitted Phases       |      |       | 2    |       |      | 6    |      |      | 4     |       |      | 8    |
| Actuated Green, G (s)  | 45.5 | 48.5  | 48.5 | 22.5  | 25.5 | 25.5 | 23.2 | 40.0 | 40.0  | 7.1   | 23.9 | 23.9 |
| Effective Green, g (s) | 45.5 | 48.5  | 48.5 | 22.5  | 25.5 | 25.5 | 23.2 | 40.0 | 40.0  | 7.1   | 23.9 | 23.9 |
| Actuated g/C Ratio     | 0.32 | 0.34  | 0.34 | 0.16  | 0.18 | 0.18 | 0.16 | 0.28 | 0.28  | 0.05  | 0.17 | 0.17 |
| Clearance Time (s)     | 5.5  | 6.1   | 6.1  | 5.5   | 6.1  | 6.1  | 5.5  | 6.1  | 6.1   | 5.5   | 6.1  | 6.1  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 1105 | 1745  | 543  | 282   | 918  | 286  | 564  | 1002 | 448   | 173   | 315  | 268  |
| v/s Ratio Prot         | 0.04 | c0.36 |      | c0.17 | 0.13 |      | 0.01 | 0.03 |       | c0.02 | 0.07 |      |
| v/s Ratio Perm         |      |       | 0.03 |       |      | 0.01 |      |      | c0.30 |       |      | 0.00 |
| v/c Ratio              | 0.12 | 1.04  | 0.08 | 1.04  | 0.73 | 0.06 | 0.08 | 0.11 | 1.06  | 0.39  | 0.43 | 0.02 |
| Uniform Delay, d1      | 33.8 | 46.4  | 31.3 | 59.4  | 54.7 | 47.9 | 50.0 | 37.5 | 50.7  | 65.0  | 52.6 | 48.9 |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2  | 0.0  | 31.7  | 0.1  | 63.1  | 3.1  | 0.1  | 0.1  | 0.0  | 58.0  | 1.4   | 0.9  | 0.0  |
| Delay (s)              | 33.9 | 78.1  | 31.4 | 122.5 | 57.8 | 48.0 | 50.1 | 37.5 | 108.7 | 66.4  | 53.5 | 49.0 |
| Level of Service       | C    | E     | C    | F     | E    | D    | D    | D    | F     | E     | D    | D    |
| Approach Delay (s)     |      | 72.9  |      |       | 74.8 |      |      | 95.7 |       |       | 56.5 |      |
| Approach LOS           |      | E     |      |       | E    |      |      | F    |       |       | E    |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 77.0  | HCM Level of Service | E    |
| HCM Volume to Capacity ratio      | 1.00  |                      |      |
| Actuated Cycle Length (s)         | 141.3 | Sum of lost time (s) | 23.2 |
| Intersection Capacity Utilization | 87.4% | ICU Level of Service | E    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |



HCM Unsignalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing + Phase 1  
 PM Peak Hour



| Movement                          | EBL   | EBR  | NBL    | NBT                  | SBT  | SBR  |
|-----------------------------------|-------|------|--------|----------------------|------|------|
| Lane Configurations               |       |      |        |                      |      |      |
| Sign Control                      | Stop  |      |        | Stop                 | Stop |      |
| Volume (vph)                      | 460   | 1020 | 360    | 120                  | 210  | 180  |
| Peak Hour Factor                  | 0.98  | 0.98 | 0.98   | 0.98                 | 0.98 | 0.98 |
| Hourly flow rate (vph)            | 469   | 1041 | 367    | 122                  | 214  | 184  |
| Direction, Lane #                 | EB 1  | NB 1 | SB 1   |                      |      |      |
| Volume Total (vph)                | 1510  | 490  | 398    |                      |      |      |
| Volume Left (vph)                 | 469   | 367  | 0      |                      |      |      |
| Volume Right (vph)                | 1041  | 0    | 184    |                      |      |      |
| Hadj (s)                          | -0.32 | 0.18 | -0.24  |                      |      |      |
| Departure Headway (s)             | 6.4   | 6.9  | 6.7    |                      |      |      |
| Degree Utilization, x             | 2.66  | 0.93 | 0.74   |                      |      |      |
| Capacity (veh/h)                  | 567   | 516  | 528    |                      |      |      |
| Control Delay (s)                 | 768.4 | 50.4 | 26.1   |                      |      |      |
| Approach Delay (s)                | 768.4 | 50.4 | 26.1   |                      |      |      |
| Approach LOS                      | F     | F    | D      |                      |      |      |
| Intersection Summary              |       |      |        |                      |      |      |
| Delay                             |       |      | 498.6  |                      |      |      |
| HCM Level of Service              |       |      | F      |                      |      |      |
| Intersection Capacity Utilization |       |      | 146.5% | ICU Level of Service |      | H    |
| Analysis Period (min)             |       |      | 15     |                      |      |      |

HCM Unsignalized Intersection Capacity Analysis  
 20: Valpico Road & Lammers Road

Existing + Phase 1  
 PM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |
| Volume (veh/h)         | 10   | 340  | 10   | 10   | 900  | 20   |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 10   | 354  | 10   | 10   | 938  | 21   |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1911 | 16   |      |      | 21   |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1911 | 16   |      |      | 21   |      |
| tC, single (s)         | 6.4  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 66   | 67   |      |      | 41   |      |
| cM capacity (veh/h)    | 31   | 1064 |      |      | 1595 |      |

| Direction, Lane #      | WB 1 | NB 1 | SB 1 |
|------------------------|------|------|------|
| Volume Total           | 365  | 21   | 958  |
| Volume Left            | 10   | 0    | 938  |
| Volume Right           | 354  | 10   | 0    |
| cSH                    | 543  | 1700 | 1595 |
| Volume to Capacity     | 0.67 | 0.01 | 0.59 |
| Queue Length 95th (ft) | 125  | 0    | 102  |
| Control Delay (s)      | 24.1 | 0.0  | 10.3 |
| Lane LOS               | C    |      | B    |
| Approach Delay (s)     | 24.1 | 0.0  | 10.3 |
| Approach LOS           | C    |      |      |

| Intersection Summary              |  |       |                        |
|-----------------------------------|--|-------|------------------------|
| Average Delay                     |  | 13.9  |                        |
| Intersection Capacity Utilization |  | 85.8% | ICU Level of Service E |
| Analysis Period (min)             |  | 15    |                        |

HCM Signalized Intersection Capacity Analysis  
103: Road A & Mountain House Parkway

Existing + Phase 1  
PM Peak Hour

| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|------|-------|------|-------|------|------|
| Lane Configurations    |       |      |      |      |      |      |      |       |      |       |      |      |
| Volume (vph)           | 260   | 10   | 200  | 120  | 10   | 240  | 120  | 1630  | 100  | 200   | 590  | 150  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 0.95  | 1.00 | 1.00  | 0.95 | 1.00 |
| Frbp, ped/bikes        | 1.00  | 0.98 |      | 1.00 | 0.97 |      | 1.00 | 1.00  | 0.96 | 1.00  | 1.00 | 0.96 |
| Flpb, ped/bikes        | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Frt                    | 1.00  | 0.86 |      | 1.00 | 0.86 |      | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95  | 1.00 |      | 0.95 | 1.00 |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1770  | 1569 |      | 1770 | 1545 |      | 1770 | 3539  | 1524 | 1770  | 3539 | 1524 |
| Flt Permitted          | 0.43  | 1.00 |      | 0.49 | 1.00 |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 808   | 1569 |      | 920  | 1545 |      | 1770 | 3539  | 1524 | 1770  | 3539 | 1524 |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 283   | 11   | 217  | 130  | 11   | 261  | 130  | 1772  | 109  | 217   | 641  | 163  |
| RTOR Reduction (vph)   | 0     | 146  | 0    | 0    | 157  | 0    | 0    | 0     | 59   | 0     | 0    | 87   |
| Lane Group Flow (vph)  | 283   | 82   | 0    | 130  | 115  | 0    | 130  | 1772  | 50   | 217   | 641  | 76   |
| Confl. Peds. (#/hr)    |       |      | 5    |      |      | 5    |      |       | 5    |       |      | 5    |
| Turn Type              | Perm  |      |      | Perm |      |      | Prot |       | Perm | Prot  |      | Perm |
| Protected Phases       |       | 4    |      |      | 8    |      | 5    | 2     |      | 1     |      | 6    |
| Permitted Phases       | 4     |      |      | 8    |      |      |      |       | 2    |       |      | 6    |
| Actuated Green, G (s)  | 39.0  | 39.0 |      | 39.0 | 39.0 |      | 13.4 | 55.0  | 55.0 | 14.0  | 55.6 | 55.6 |
| Effective Green, g (s) | 39.0  | 39.0 |      | 39.0 | 39.0 |      | 13.4 | 55.0  | 55.0 | 14.0  | 55.6 | 55.6 |
| Actuated g/C Ratio     | 0.32  | 0.32 |      | 0.32 | 0.32 |      | 0.11 | 0.46  | 0.46 | 0.12  | 0.46 | 0.46 |
| Clearance Time (s)     | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 263   | 510  |      | 299  | 502  |      | 198  | 1622  | 699  | 207   | 1640 | 706  |
| v/s Ratio Prot         |       | 0.05 |      |      | 0.07 |      | 0.07 | c0.50 |      | c0.12 | 0.18 |      |
| v/s Ratio Perm         | c0.35 |      |      | 0.14 |      |      |      |       | 0.03 |       |      | 0.05 |
| v/c Ratio              | 1.08  | 0.16 |      | 0.43 | 0.23 |      | 0.66 | 1.09  | 0.07 | 1.05  | 0.39 | 0.11 |
| Uniform Delay, d1      | 40.5  | 28.8 |      | 31.8 | 29.5 |      | 51.1 | 32.5  | 18.2 | 53.0  | 21.1 | 18.2 |
| Progression Factor     | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.14 | 0.83  | 0.72 | 1.25  | 0.54 | 0.32 |
| Incremental Delay, d2  | 77.2  | 0.1  |      | 1.0  | 0.2  |      | 5.9  | 49.9  | 0.2  | 74.0  | 0.7  | 0.3  |
| Delay (s)              | 117.7 | 29.0 |      | 32.9 | 29.8 |      | 64.2 | 76.9  | 13.3 | 140.0 | 12.0 | 6.1  |
| Level of Service       | F     | C    |      | C    | C    |      | E    | E     | B    | F     | B    | A    |
| Approach Delay (s)     |       | 78.1 |      |      | 30.8 |      |      | 72.6  |      |       | 38.3 |      |
| Approach LOS           |       | E    |      |      | C    |      |      | E     |      |       | D    |      |

| Intersection Summary              |        |                           |
|-----------------------------------|--------|---------------------------|
| HCM Average Control Delay         | 60.2   | HCM Level of Service E    |
| HCM Volume to Capacity ratio      | 1.08   |                           |
| Actuated Cycle Length (s)         | 120.0  | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 100.4% | ICU Level of Service G    |
| Analysis Period (min)             | 15     |                           |

c Critical Lane Group

# **Existing Plus Phase 1 Mitigation A LOS Calculation Worksheets**

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation A  
 AM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT                  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR  |  |
|-----------------------------------|------|------|-------|-------|----------------------|------|-------|------|------|------|-------|------|--|
| Lane Configurations               |      |      |       | ↖↗    | ↖                    |      | ↖     | ↕↕   |      |      | ↕↕↕   | ↖    |  |
| Volume (vph)                      | 0    | 0    | 0     | 1330  | 10                   | 250  | 50    | 190  | 0    | 0    | 640   | 310  |  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900                 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |  |
| Total Lost time (s)               |      |      |       | 4.0   | 4.0                  |      | 4.0   | 4.0  |      |      | 4.0   | 2.3  |  |
| Lane Util. Factor                 |      |      |       | 0.97  | 1.00                 |      | 1.00  | 0.95 |      |      | 0.91  | 1.00 |  |
| Frbp, ped/bikes                   |      |      |       | 1.00  | 1.00                 |      | 1.00  | 1.00 |      |      | 1.00  | 0.99 |  |
| Flpb, ped/bikes                   |      |      |       | 1.00  | 1.00                 |      | 1.00  | 1.00 |      |      | 1.00  | 1.00 |  |
| Fr <sub>t</sub>                   |      |      |       | 1.00  | 0.86                 |      | 1.00  | 1.00 |      |      | 1.00  | 0.85 |  |
| Fl <sub>t</sub> Protected         |      |      |       | 0.95  | 1.00                 |      | 0.95  | 1.00 |      |      | 1.00  | 1.00 |  |
| Satd. Flow (prot)                 |      |      |       | 3045  | 1610                 |      | 1467  | 3167 |      |      | 4988  | 1595 |  |
| Fl <sub>t</sub> Permitted         |      |      |       | 0.95  | 1.00                 |      | 0.95  | 1.00 |      |      | 1.00  | 1.00 |  |
| Satd. Flow (perm)                 |      |      |       | 3045  | 1610                 |      | 1467  | 3167 |      |      | 4988  | 1595 |  |
| Peak-hour factor, PHF             | 0.89 | 0.89 | 0.89  | 0.89  | 0.89                 | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89  | 0.89 |  |
| Adj. Flow (vph)                   | 0    | 0    | 0     | 1494  | 11                   | 281  | 56    | 213  | 0    | 0    | 719   | 348  |  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0     | 131                  | 0    | 0     | 0    | 0    | 0    | 0     | 0    |  |
| Lane Group Flow (vph)             | 0    | 0    | 0     | 1494  | 161                  | 0    | 56    | 213  | 0    | 0    | 719   | 348  |  |
| Confl. Bikes (#/hr)               |      |      |       |       |                      |      |       |      |      |      |       | 2    |  |
| Heavy Vehicles (%)                | 0%   | 0%   | 0%    | 15%   | 0%                   | 1%   | 23%   | 14%  | 0%   | 0%   | 4%    | 0%   |  |
| Turn Type                         |      |      |       | Perm  |                      |      | Prot  |      |      |      |       | Free |  |
| Protected Phases                  |      |      |       |       | 8                    |      | 5     | 2    |      |      | 6     |      |  |
| Permitted Phases                  |      |      |       | 8     |                      |      |       |      |      |      |       | Free |  |
| Actuated Green, G (s)             |      |      |       | 38.9  | 38.9                 |      | 4.8   | 25.3 |      |      | 16.0  | 75.0 |  |
| Effective Green, g (s)            |      |      |       | 40.0  | 40.0                 |      | 5.3   | 27.0 |      |      | 17.7  | 75.0 |  |
| Actuated g/C Ratio                |      |      |       | 0.53  | 0.53                 |      | 0.07  | 0.36 |      |      | 0.24  | 1.00 |  |
| Clearance Time (s)                |      |      |       | 5.1   | 5.1                  |      | 4.5   | 5.7  |      |      | 5.7   |      |  |
| Vehicle Extension (s)             |      |      |       | 3.0   | 3.0                  |      | 3.0   | 3.0  |      |      | 3.0   |      |  |
| Lane Grp Cap (vph)                |      |      |       | 1624  | 859                  |      | 104   | 1140 |      |      | 1177  | 1595 |  |
| v/s Ratio Prot                    |      |      |       |       | 0.10                 |      | c0.04 | 0.07 |      |      | c0.14 |      |  |
| v/s Ratio Perm                    |      |      |       | c0.49 |                      |      |       |      |      |      |       | 0.22 |  |
| v/c Ratio                         |      |      |       | 0.92  | 0.19                 |      | 0.54  | 0.19 |      |      | 0.61  | 0.22 |  |
| Uniform Delay, d <sub>1</sub>     |      |      |       | 16.0  | 9.1                  |      | 33.7  | 16.5 |      |      | 25.6  | 0.0  |  |
| Progression Factor                |      |      |       | 1.00  | 1.00                 |      | 1.00  | 1.43 |      |      | 1.00  | 1.00 |  |
| Incremental Delay, d <sub>2</sub> |      |      |       | 8.8   | 0.1                  |      | 5.3   | 0.4  |      |      | 2.4   | 0.3  |  |
| Delay (s)                         |      |      |       | 24.8  | 9.2                  |      | 39.0  | 23.9 |      |      | 27.9  | 0.3  |  |
| Level of Service                  |      |      |       | C     | A                    |      | D     | C    |      |      | C     | A    |  |
| Approach Delay (s)                |      | 0.0  |       |       | 22.2                 |      |       | 27.0 |      |      | 18.9  |      |  |
| Approach LOS                      |      | A    |       |       | C                    |      |       | C    |      |      | B     |      |  |
| <b>Intersection Summary</b>       |      |      |       |       |                      |      |       |      |      |      |       |      |  |
| HCM Average Control Delay         |      |      | 21.5  |       | HCM Level of Service |      |       |      |      |      | C     |      |  |
| HCM Volume to Capacity ratio      |      |      | 0.80  |       |                      |      |       |      |      |      |       |      |  |
| Actuated Cycle Length (s)         |      |      | 75.0  |       | Sum of lost time (s) |      |       |      |      | 12.0 |       |      |  |
| Intersection Capacity Utilization |      |      | 67.0% |       | ICU Level of Service |      |       |      |      | C    |       |      |  |
| Analysis Period (min)             |      |      | 15    |       |                      |      |       |      |      |      |       |      |  |
| c Critical Lane Group             |      |      |       |       |                      |      |       |      |      |      |       |      |  |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation A  
 AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT   | SBR  |
|------------------------|------|------|------|------|------|------|------|------|-------|------|-------|------|
| Lane Configurations    | ↘    | ↙    | ↗    |      |      |      |      | ↑↑   | ↗     |      | ↑↑    |      |
| Volume (vph)           | 60   | 0    | 130  | 0    | 0    | 0    | 0    | 170  | 390   | 0    | 1700  | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  | 4.0   |      | 5.7   |      |
| Lane Util. Factor      | 0.95 | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00  |      | 0.95  |      |
| Frpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Frt                    | 1.00 | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85  |      | 1.00  |      |
| Flt Protected          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Satd. Flow (prot)      | 1715 | 1715 | 1404 |      |      |      |      | 2959 | 1009  |      | 3112  |      |
| Flt Permitted          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Satd. Flow (perm)      | 1715 | 1715 | 1404 |      |      |      |      | 2959 | 1009  |      | 3112  |      |
| Peak-hour factor, PHF  | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90  | 0.90 | 0.90  | 0.90 |
| Adj. Flow (vph)        | 67   | 0    | 144  | 0    | 0    | 0    | 0    | 189  | 433   | 0    | 1889  | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 24   | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 33   | 34   | 120  | 0    | 0    | 0    | 0    | 189  | 433   | 0    | 1889  | 0    |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |      |      |       |      |       | 1    |
| Heavy Vehicles (%)     | 0%   | 0%   | 15%  | 0%   | 0%   | 0%   | 0%   | 22%  | 60%   | 0%   | 16%   | 0%   |
| Turn Type              | Perm |      | Perm |      |      |      |      |      | Free  |      |       |      |
| Protected Phases       |      | 4    |      |      |      |      |      | 2    |       |      | 6     |      |
| Permitted Phases       | 4    |      | 4    |      |      |      |      |      | Free  |      |       |      |
| Actuated Green, G (s)  | 10.5 | 10.5 | 10.5 |      |      |      |      | 53.7 | 75.0  |      | 53.7  |      |
| Effective Green, g (s) | 10.5 | 10.5 | 10.5 |      |      |      |      | 53.7 | 75.0  |      | 53.7  |      |
| Actuated g/C Ratio     | 0.14 | 0.14 | 0.14 |      |      |      |      | 0.72 | 1.00  |      | 0.72  |      |
| Clearance Time (s)     | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  |       |      | 5.7   |      |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  |      |      |      |      | 3.0  |       |      | 3.0   |      |
| Lane Grp Cap (vph)     | 240  | 240  | 197  |      |      |      |      | 2119 | 1009  |      | 2228  |      |
| v/s Ratio Prot         |      |      |      |      |      |      |      | 0.06 |       |      | c0.61 |      |
| v/s Ratio Perm         | 0.02 | 0.02 | 0.09 |      |      |      |      |      | c0.43 |      |       |      |
| v/c Ratio              | 0.14 | 0.14 | 0.61 |      |      |      |      | 0.09 | 0.43  |      | 0.85  |      |
| Uniform Delay, d1      | 28.3 | 28.3 | 30.3 |      |      |      |      | 3.2  | 0.0   |      | 7.7   |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.56 | 1.00  |      | 0.55  |      |
| Incremental Delay, d2  | 0.3  | 0.3  | 5.2  |      |      |      |      | 0.1  | 1.3   |      | 2.6   |      |
| Delay (s)              | 28.5 | 28.6 | 35.6 |      |      |      |      | 5.1  | 1.3   |      | 6.8   |      |
| Level of Service       | C    | C    | D    |      |      |      |      | A    | A     |      | A     |      |
| Approach Delay (s)     |      | 33.3 |      |      | 0.0  |      |      | 2.5  |       |      | 6.8   |      |
| Approach LOS           |      | C    |      |      | A    |      |      | A    |       |      | A     |      |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 7.9   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.75  |                      |     |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 5.7 |
| Intersection Capacity Utilization | 64.0% | ICU Level of Service | C   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

Existing + Phase 1 - Mitigation A  
AM Peak Hour



| Movement               | EBL   | EBT   | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|-------|-------|------|------|-------|------|------|------|-------|------|------|------|
| Lane Configurations    |       | ↕     |      |      | ↑     | ↗    |      | ↕    | ↗     |      |      |      |
| Volume (vph)           | 20    | 270   | 0    | 0    | 300   | 230  | 50   | 0    | 420   | 0    | 0    | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    |       | 4.0   |      |      | 4.0   | 4.0  |      | 4.0  | 4.0   |      |      |      |
| Lane Util. Factor      |       | 1.00  |      |      | 1.00  | 1.00 |      | 1.00 | 1.00  |      |      |      |
| Frt                    |       | 1.00  |      |      | 1.00  | 0.85 |      | 1.00 | 0.85  |      |      |      |
| Flt Protected          |       | 1.00  |      |      | 1.00  | 1.00 |      | 0.95 | 1.00  |      |      |      |
| Satd. Flow (prot)      |       | 1362  |      |      | 1624  | 1335 |      | 1805 | 1145  |      |      |      |
| Flt Permitted          |       | 1.00  |      |      | 1.00  | 1.00 |      | 0.95 | 1.00  |      |      |      |
| Satd. Flow (perm)      |       | 1362  |      |      | 1624  | 1335 |      | 1805 | 1145  |      |      |      |
| Peak-hour factor, PHF  | 0.85  | 0.85  | 0.85 | 0.85 | 0.85  | 0.85 | 0.85 | 0.85 | 0.85  | 0.85 | 0.85 | 0.85 |
| Adj. Flow (vph)        | 24    | 318   | 0    | 0    | 353   | 271  | 59   | 0    | 494   | 0    | 0    | 0    |
| RTOR Reduction (vph)   | 0     | 0     | 0    | 0    | 0     | 195  | 0    | 0    | 404   | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 0     | 342   | 0    | 0    | 353   | 76   | 0    | 59   | 90    | 0    | 0    | 0    |
| Heavy Vehicles (%)     | 0%    | 42%   | 0%   | 0%   | 17%   | 21%  | 0%   | 0%   | 41%   | 0%   | 0%   | 0%   |
| Turn Type              | Split |       |      |      |       | Perm | Perm |      | Perm  |      |      |      |
| Protected Phases       | 2     | 2     |      |      | 6     |      |      | 8    |       |      |      |      |
| Permitted Phases       |       |       |      |      |       | 6    | 8    |      | 8     |      |      |      |
| Actuated Green, G (s)  |       | 17.6  |      |      | 15.4  | 15.4 |      | 10.0 | 10.0  |      |      |      |
| Effective Green, g (s) |       | 17.6  |      |      | 15.4  | 15.4 |      | 10.0 | 10.0  |      |      |      |
| Actuated g/C Ratio     |       | 0.32  |      |      | 0.28  | 0.28 |      | 0.18 | 0.18  |      |      |      |
| Clearance Time (s)     |       | 4.0   |      |      | 4.0   | 4.0  |      | 4.0  | 4.0   |      |      |      |
| Vehicle Extension (s)  |       | 3.0   |      |      | 3.0   | 3.0  |      | 3.0  | 3.0   |      |      |      |
| Lane Grp Cap (vph)     |       | 436   |      |      | 455   | 374  |      | 328  | 208   |      |      |      |
| v/s Ratio Prot         |       | c0.25 |      |      | c0.22 |      |      |      |       |      |      |      |
| v/s Ratio Perm         |       |       |      |      |       | 0.06 |      | 0.03 | c0.08 |      |      |      |
| v/c Ratio              |       | 0.78  |      |      | 0.78  | 0.20 |      | 0.18 | 0.43  |      |      |      |
| Uniform Delay, d1      |       | 17.0  |      |      | 18.2  | 15.1 |      | 19.0 | 20.0  |      |      |      |
| Progression Factor     |       | 1.00  |      |      | 1.00  | 1.00 |      | 1.00 | 1.00  |      |      |      |
| Incremental Delay, d2  |       | 9.0   |      |      | 8.1   | 0.3  |      | 0.3  | 1.4   |      |      |      |
| Delay (s)              |       | 25.9  |      |      | 26.3  | 15.4 |      | 19.3 | 21.4  |      |      |      |
| Level of Service       |       | C     |      |      | C     | B    |      | B    | C     |      |      |      |
| Approach Delay (s)     |       | 25.9  |      |      | 21.6  |      |      | 21.2 |       |      | 0.0  |      |
| Approach LOS           |       | C     |      |      | C     |      |      | C    |       |      | A    |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 22.4  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.70  |                      |      |
| Actuated Cycle Length (s)         | 55.0  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 48.0% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 7: Mountain House Parkway & I-580 EB Off-Ramp

Existing + Phase 1 - Mitigation A  
AM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔     |      |       | ↔     |      |      |      |      |      | ↔    | ↔    |
| Volume (vph)           | 0    | 30    | 10   | 140   | 210   | 0    | 0    | 0    | 0    | 250  | 10   | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Lane Util. Factor      |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Frt                    |      | 0.97  |      |       | 1.00  |      |      |      |      |      | 1.00 | 0.85 |
| Flt Protected          |      | 1.00  |      |       | 0.98  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (prot)      |      | 1522  |      |       | 1539  |      |      |      |      |      | 1257 | 1369 |
| Flt Permitted          |      | 1.00  |      |       | 0.98  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (perm)      |      | 1522  |      |       | 1539  |      |      |      |      |      | 1257 | 1369 |
| Peak-hour factor, PHF  | 0.86 | 0.86  | 0.86 | 0.86  | 0.86  | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph)        | 0    | 35    | 12   | 163   | 244   | 0    | 0    | 0    | 0    | 291  | 12   | 12   |
| RTOR Reduction (vph)   | 0    | 11    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 6    |
| Lane Group Flow (vph)  | 0    | 36    | 0    | 0     | 407   | 0    | 0    | 0    | 0    | 0    | 303  | 6    |
| Heavy Vehicles (%)     | 0%   | 19%   | 25%  | 51%   | 1%    | 0%   | 0%   | 0%   | 0%   | 46%  | 0%   | 18%  |
| Turn Type              |      |       |      | Split |       |      |      |      |      | Perm |      | Perm |
| Protected Phases       |      | 2     |      | 6     | 6     |      |      |      |      |      | 4    |      |
| Permitted Phases       |      |       |      |       |       |      |      |      |      | 4    |      | 4    |
| Actuated Green, G (s)  |      | 7.2   |      |       | 21.1  |      |      |      |      |      | 19.9 | 19.9 |
| Effective Green, g (s) |      | 7.2   |      |       | 21.1  |      |      |      |      |      | 19.9 | 19.9 |
| Actuated g/C Ratio     |      | 0.12  |      |       | 0.35  |      |      |      |      |      | 0.33 | 0.33 |
| Clearance Time (s)     |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Vehicle Extension (s)  |      | 3.0   |      |       | 3.0   |      |      |      |      |      | 3.0  | 3.0  |
| Lane Grp Cap (vph)     |      | 182   |      |       | 539   |      |      |      |      |      | 416  | 453  |
| v/s Ratio Prot         |      | c0.02 |      |       | c0.26 |      |      |      |      |      |      |      |
| v/s Ratio Perm         |      |       |      |       |       |      |      |      |      |      | 0.24 | 0.00 |
| v/c Ratio              |      | 0.20  |      |       | 0.76  |      |      |      |      |      | 0.73 | 0.01 |
| Uniform Delay, d1      |      | 23.9  |      |       | 17.3  |      |      |      |      |      | 17.8 | 13.5 |
| Progression Factor     |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Incremental Delay, d2  |      | 0.5   |      |       | 6.0   |      |      |      |      |      | 6.3  | 0.0  |
| Delay (s)              |      | 24.4  |      |       | 23.2  |      |      |      |      |      | 24.0 | 13.6 |
| Level of Service       |      | C     |      |       | C     |      |      |      |      |      | C    | B    |
| Approach Delay (s)     |      | 24.4  |      |       | 23.2  |      |      | 0.0  |      |      | 23.6 |      |
| Approach LOS           |      | C     |      |       | C     |      |      | A    |      |      | C    |      |

### Intersection Summary

























|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 23.5  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.66  |                      |      |
| Actuated Cycle Length (s)         | 60.2  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

Existing + Phase 1 - Mitigation A  
 AM Peak Hour

|                                   |    |    |  |  |  |  |  |  |  |    |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |   |   |  |  |  |  |  |   |   |  |   |
| Volume (vph)                      | 570   | 180   | 20  | 10  | 590   | 670   | 20   | 10  | 10  | 200   | 10  | 170   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |   | 4.0   | 4.0   |   |
| Lane Util. Factor                 | 0.97  | 0.95  |   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  |   | 0.97  | 1.00  |   |
| Frt                               | 1.00  | 0.98  |   | 1.00  | 1.00  | 0.85  | 1.00   | 0.93  |   | 1.00  | 0.86  |   |
| Flt Protected                     | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)                 | 3433  | 3486  |   | 1770  | 1863  | 1583  | 1770   | 1723  |   | 3433  | 1598  |   |
| Flt Permitted                     | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (perm)                 | 3433  | 3486  |   | 1770  | 1863  | 1583  | 1770   | 1723  |   | 3433  | 1598  |   |
| Peak-hour factor, PHF             | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87   | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  |
| Adj. Flow (vph)                   | 655   | 207   | 23  | 11  | 678   | 770   | 23   | 11  | 11  | 230   | 11  | 195   |
| RTOR Reduction (vph)              | 0   | 5   | 0   | 0   | 0   | 391   | 0  | 10  | 0   | 0   | 165   | 0   |
| Lane Group Flow (vph)             | 655   | 225   | 0   | 11  | 678   | 379   | 23   | 12  | 0   | 230   | 41  | 0   |
| Turn Type                         | Prot  |   |   | Prot  |   | Perm  | Prot   |   |   | Prot  |   |   |
| Protected Phases                  | 7   | 4   |   | 3   | 8   |   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases                  |   |   |   |   |   | 8   |  |   |   |   |   |   |
| Actuated Green, G (s)             | 19.1  | 61.4  |   | 1.1   | 43.4  | 43.4  | 2.3  | 9.9   |   | 7.0   | 14.6  |   |
| Effective Green, g (s)            | 19.1  | 61.4  |   | 1.1   | 43.4  | 43.4  | 2.3  | 9.9   |   | 7.0   | 14.6  |   |
| Actuated g/C Ratio                | 0.20  | 0.64  |   | 0.01  | 0.45  | 0.45  | 0.02   | 0.10  |   | 0.07  | 0.15  |   |
| Clearance Time (s)                | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |   | 4.0   | 4.0   |   |
| Vehicle Extension (s)             | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)                | 687   | 2244  |   | 20  | 848   | 720   | 43   | 179   |   | 252   | 245   |   |
| v/s Ratio Prot                    | c0.19   | 0.06  |   | 0.01  | c0.36   |   | 0.01   | 0.01  |   | c0.07   | c0.03   |   |
| v/s Ratio Perm                    |   |   |   |   |   | 0.24  |  |   |   |   |   |   |
| v/c Ratio                         | 0.95  | 0.10  |   | 0.55  | 0.80  | 0.53  | 0.53   | 0.07  |   | 0.91  | 0.17  |   |
| Uniform Delay, d1                 | 37.7  | 6.5   |   | 46.9  | 22.3  | 18.6  | 46.0   | 38.6  |   | 43.9  | 35.1  |   |
| Progression Factor                | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2             | 23.3  | 0.0   |   | 28.9  | 5.3   | 0.7   | 12.2   | 0.2   |   | 34.2  | 0.3   |   |
| Delay (s)                         | 61.1  | 6.5   |   | 75.8  | 27.6  | 19.3  | 58.2   | 38.7  |   | 78.1  | 35.4  |   |
| Level of Service                  | E   | A   |   | E   | C   | B   | E  | D   |   | E   | D   |   |
| Approach Delay (s)                |   | 46.9  |   |   | 23.6  |   |  | 48.7  |   |   | 57.9  |   |
| Approach LOS                      |   | D   |   |   | C   |   |  | D   |   |   | E   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 36.6  |   |   |   | HCM Level of Service   |   |   |   | D   |   |
| HCM Volume to Capacity ratio      |   |   | 0.74  |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 95.4  |   |   |   | Sum of lost time (s)   |   |   | 12.0  |   |   |
| Intersection Capacity Utilization |   |   | 73.9%   |   |   |   | ICU Level of Service   |   |   | D   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing + Phase 1 - Mitigation A  
 AM Peak Hour



| Movement               | EBL   | EBR  | NBL   | NBT  | SBT   | SBR  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    |       |      |       |      |       |      |
| Volume (vph)           | 130   | 210  | 840   | 420  | 220   | 410  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 0.97  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00  | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770  | 1583 | 3433  | 1863 | 1863  | 1583 |
| Flt Permitted          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1770  | 1583 | 3433  | 1863 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.87  | 0.87 | 0.87  | 0.87 | 0.87  | 0.87 |
| Adj. Flow (vph)        | 149   | 241  | 966   | 483  | 253   | 471  |
| RTOR Reduction (vph)   | 0     | 197  | 0     | 0    | 0     | 323  |
| Lane Group Flow (vph)  | 149   | 44   | 966   | 483  | 253   | 148  |
| Turn Type              |       | Perm | Prot  |      |       | Perm |
| Protected Phases       | 4     |      | 5     | 2    | 6     |      |
| Permitted Phases       |       | 4    |       |      |       | 6    |
| Actuated Green, G (s)  | 11.1  | 11.1 | 23.7  | 41.8 | 14.1  | 14.1 |
| Effective Green, g (s) | 11.1  | 11.1 | 23.7  | 41.8 | 14.1  | 14.1 |
| Actuated g/C Ratio     | 0.18  | 0.18 | 0.39  | 0.69 | 0.23  | 0.23 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 323   | 289  | 1336  | 1279 | 431   | 367  |
| v/s Ratio Prot         | c0.08 |      | c0.28 | 0.26 | c0.14 |      |
| v/s Ratio Perm         |       | 0.03 |       |      |       | 0.09 |
| v/c Ratio              | 0.46  | 0.15 | 0.72  | 0.38 | 0.59  | 0.40 |
| Uniform Delay, d1      | 22.2  | 20.9 | 15.8  | 4.0  | 20.8  | 19.8 |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.0   | 0.2  | 2.0   | 0.2  | 2.0   | 0.7  |
| Delay (s)              | 23.3  | 21.2 | 17.8  | 4.2  | 22.9  | 20.6 |
| Level of Service       | C     | C    | B     | A    | C     | C    |
| Approach Delay (s)     | 22.0  |      |       | 13.3 | 21.4  |      |
| Approach LOS           | C     |      |       | B    | C     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 16.9  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.62  |                      |      |
| Actuated Cycle Length (s)         | 60.9  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 56.0% | ICU Level of Service | B    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

Existing + Phase 1 - Mitigation A  
AM Peak Hour



| Movement               | WBL   | WBR  | NBT  | NBR  | SBL  | SBT   |
|------------------------|-------|------|------|------|------|-------|
| Lane Configurations    |       |      |      |      |      |       |
| Volume (vph)           | 10    | 880  | 20   | 10   | 300  | 10    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0   |      | 4.0  |      |      | 4.0   |
| Lane Util. Factor      | 1.00  |      | 1.00 |      |      | 1.00  |
| Frt                    | 0.87  |      | 0.96 |      |      | 1.00  |
| Flt Protected          | 1.00  |      | 1.00 |      |      | 0.95  |
| Satd. Flow (prot)      | 1613  |      | 1781 |      |      | 1777  |
| Flt Permitted          | 1.00  |      | 1.00 |      |      | 0.71  |
| Satd. Flow (perm)      | 1613  |      | 1781 |      |      | 1318  |
| Peak-hour factor, PHF  | 0.88  | 0.88 | 0.88 | 0.88 | 0.88 | 0.88  |
| Adj. Flow (vph)        | 11    | 1000 | 23   | 11   | 341  | 11    |
| RTOR Reduction (vph)   | 637   | 0    | 7    | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 374   | 0    | 27   | 0    | 0    | 352   |
| Turn Type              |       |      |      |      | Perm |       |
| Protected Phases       | 8     |      | 2    |      |      | 6     |
| Permitted Phases       |       |      |      |      | 6    |       |
| Actuated Green, G (s)  | 11.8  |      | 12.7 |      |      | 12.7  |
| Effective Green, g (s) | 11.8  |      | 12.7 |      |      | 12.7  |
| Actuated g/C Ratio     | 0.36  |      | 0.39 |      |      | 0.39  |
| Clearance Time (s)     | 4.0   |      | 4.0  |      |      | 4.0   |
| Vehicle Extension (s)  | 3.0   |      | 3.0  |      |      | 3.0   |
| Lane Grp Cap (vph)     | 586   |      | 696  |      |      | 515   |
| v/s Ratio Prot         | c0.23 |      | 0.02 |      |      |       |
| v/s Ratio Perm         |       |      |      |      |      | c0.27 |
| v/c Ratio              | 0.64  |      | 0.04 |      |      | 0.68  |
| Uniform Delay, d1      | 8.6   |      | 6.1  |      |      | 8.2   |
| Progression Factor     | 1.00  |      | 1.00 |      |      | 1.00  |
| Incremental Delay, d2  | 2.3   |      | 0.0  |      |      | 3.7   |
| Delay (s)              | 10.9  |      | 6.1  |      |      | 12.0  |
| Level of Service       | B     |      | A    |      |      | B     |
| Approach Delay (s)     | 10.9  |      | 6.1  |      |      | 12.0  |
| Approach LOS           | B     |      | A    |      |      | B     |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 11.0  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.66  |                      |     |
| Actuated Cycle Length (s)         | 32.5  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 85.5% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation A  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT   | SBR   |
|-----------------------------------|------|------|------|-------|------|------|-------|-------|------|------|-------|-------|
| Lane Configurations               |      |      |      | ↖ ↗   | ↖    |      | ↖     | ↖ ↗   |      |      | ↖ ↗ ↘ | ↖     |
| Volume (vph)                      | 0    | 0    | 0    | 640   | 0    | 260  | 160   | 680   | 0    | 0    | 400   | 90    |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)               |      |      |      | 4.0   | 4.0  |      | 4.0   | 4.0   |      |      | 4.0   | 2.3   |
| Lane Util. Factor                 |      |      |      | 0.97  | 1.00 |      | 1.00  | 0.95  |      |      | 0.91  | 1.00  |
| Frbp, ped/bikes                   |      |      |      | 1.00  | 1.00 |      | 1.00  | 1.00  |      |      | 1.00  | 1.00  |
| Flpb, ped/bikes                   |      |      |      | 1.00  | 1.00 |      | 1.00  | 1.00  |      |      | 1.00  | 1.00  |
| Fr <sub>t</sub>                   |      |      |      | 1.00  | 0.85 |      | 1.00  | 1.00  |      |      | 1.00  | 0.85  |
| Fl <sub>t</sub> Protected         |      |      |      | 0.95  | 1.00 |      | 0.95  | 1.00  |      |      | 1.00  | 1.00  |
| Satd. Flow (prot)                 |      |      |      | 3045  | 1615 |      | 1641  | 3539  |      |      | 5136  | 1599  |
| Fl <sub>t</sub> Permitted         |      |      |      | 0.95  | 1.00 |      | 0.95  | 1.00  |      |      | 1.00  | 1.00  |
| Satd. Flow (perm)                 |      |      |      | 3045  | 1615 |      | 1641  | 3539  |      |      | 5136  | 1599  |
| Peak-hour factor, PHF             | 0.93 | 0.93 | 0.93 | 0.93  | 0.93 | 0.93 | 0.93  | 0.93  | 0.93 | 0.93 | 0.93  | 0.93  |
| Adj. Flow (vph)                   | 0    | 0    | 0    | 688   | 0    | 280  | 172   | 731   | 0    | 0    | 430   | 97    |
| RTOR Reduction (vph)              | 0    | 0    | 0    | 0     | 112  | 0    | 0     | 0     | 0    | 0    | 0     | 0     |
| Lane Group Flow (vph)             | 0    | 0    | 0    | 688   | 168  | 0    | 172   | 731   | 0    | 0    | 430   | 97    |
| Confl. Bikes (#/hr)               |      |      |      |       |      |      |       |       | 2    |      |       |       |
| Heavy Vehicles (%)                | 0%   | 0%   | 0%   | 15%   | 0%   | 0%   | 10%   | 2%    | 0%   | 0%   | 1%    | 1%    |
| Turn Type                         |      |      |      | Perm  |      |      | Prot  |       |      |      |       | Free  |
| Protected Phases                  |      |      |      |       | 8    |      | 5     | 2     |      |      | 6     |       |
| Permitted Phases                  |      |      |      | 8     |      |      |       |       |      |      |       | Free  |
| Actuated Green, G (s)             |      |      |      | 35.1  | 35.1 |      | 17.9  | 74.1  |      |      | 51.7  | 120.0 |
| Effective Green, g (s)            |      |      |      | 36.2  | 36.2 |      | 18.4  | 75.8  |      |      | 53.4  | 120.0 |
| Actuated g/C Ratio                |      |      |      | 0.30  | 0.30 |      | 0.15  | 0.63  |      |      | 0.44  | 1.00  |
| Clearance Time (s)                |      |      |      | 5.1   | 5.1  |      | 4.5   | 5.7   |      |      | 5.7   |       |
| Vehicle Extension (s)             |      |      |      | 3.0   | 3.0  |      | 3.0   | 3.0   |      |      | 3.0   |       |
| Lane Grp Cap (vph)                |      |      |      | 919   | 487  |      | 252   | 2235  |      |      | 2286  | 1599  |
| v/s Ratio Prot                    |      |      |      |       | 0.10 |      | c0.10 | c0.21 |      |      | 0.08  |       |
| v/s Ratio Perm                    |      |      |      | c0.23 |      |      |       |       |      |      |       | 0.06  |
| v/c Ratio                         |      |      |      | 0.75  | 0.35 |      | 0.68  | 0.33  |      |      | 0.19  | 0.06  |
| Uniform Delay, d <sub>1</sub>     |      |      |      | 37.8  | 32.7 |      | 48.0  | 10.3  |      |      | 20.2  | 0.0   |
| Progression Factor                |      |      |      | 1.00  | 1.00 |      | 1.01  | 1.47  |      |      | 1.00  | 1.00  |
| Incremental Delay, d <sub>2</sub> |      |      |      | 3.4   | 0.4  |      | 7.2   | 0.4   |      |      | 0.2   | 0.1   |
| Delay (s)                         |      |      |      | 41.2  | 33.1 |      | 55.9  | 15.5  |      |      | 20.4  | 0.1   |
| Level of Service                  |      |      |      | D     | C    |      | E     | B     |      |      | C     | A     |
| Approach Delay (s)                |      | 0.0  |      |       | 38.8 |      |       | 23.2  |      |      | 16.6  |       |
| Approach LOS                      |      | A    |      |       | D    |      |       | C     |      |      | B     |       |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 28.1  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.52  |                      |     |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 47.1% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation A  
 PM Peak Hour




















| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|-------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |      |      |       |      |      |      |
| Volume (vph)           | 260  | 10   | 110  | 0    | 0    | 0    | 0    | 580  | 1540  | 0    | 830  | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  | 4.0   |      | 5.7  |      |
| Lane Util. Factor      | 0.95 | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00  |      | 0.95 |      |
| Frpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 0.99  |      | 1.00 |      |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Frt                    | 1.00 | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85  |      | 1.00 |      |
| Flt Protected          | 0.95 | 0.96 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (prot)      | 1715 | 1725 | 1495 |      |      |      |      | 3343 | 1450  |      | 3195 |      |
| Flt Permitted          | 0.95 | 0.96 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (perm)      | 1715 | 1725 | 1495 |      |      |      |      | 3343 | 1450  |      | 3195 |      |
| Peak-hour factor, PHF  | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87  | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph)        | 299  | 11   | 126  | 0    | 0    | 0    | 0    | 667  | 1770  | 0    | 954  | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 91   | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 155  | 155  | 35   | 0    | 0    | 0    | 0    | 667  | 1770  | 0    | 954  | 0    |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |      |      | 1     |      |      |      |
| Heavy Vehicles (%)     | 0%   | 0%   | 8%   | 0%   | 0%   | 0%   | 0%   | 8%   | 10%   | 0%   | 13%  | 0%   |
| Turn Type              | Perm |      | Perm |      |      |      |      |      | Free  |      |      |      |
| Protected Phases       |      | 4    |      |      |      |      |      | 2    |       |      | 6    |      |
| Permitted Phases       | 4    |      | 4    |      |      |      |      |      | Free  |      |      |      |
| Actuated Green, G (s)  | 11.1 | 11.1 | 11.1 |      |      |      |      | 38.1 | 60.0  |      | 38.1 |      |
| Effective Green, g (s) | 11.1 | 11.1 | 11.1 |      |      |      |      | 38.1 | 60.0  |      | 38.1 |      |
| Actuated g/C Ratio     | 0.18 | 0.18 | 0.18 |      |      |      |      | 0.64 | 1.00  |      | 0.64 |      |
| Clearance Time (s)     | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  |       |      | 5.7  |      |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  |      |      |      |      | 3.0  |       |      | 3.0  |      |
| Lane Grp Cap (vph)     | 317  | 319  | 277  |      |      |      |      | 2123 | 1450  |      | 2029 |      |
| v/s Ratio Prot         |      |      |      |      |      |      |      | 0.20 |       |      | 0.30 |      |
| v/s Ratio Perm         | 0.09 | 0.09 | 0.02 |      |      |      |      |      | c1.22 |      |      |      |
| v/c Ratio              | 0.49 | 0.49 | 0.13 |      |      |      |      | 0.31 | 1.22  |      | 0.47 |      |
| Uniform Delay, d1      | 21.9 | 21.9 | 20.4 |      |      |      |      | 5.0  | 30.0  |      | 5.7  |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.21 | 1.00  |      | 0.54 |      |
| Incremental Delay, d2  | 1.2  | 1.2  | 0.2  |      |      |      |      | 0.1  | 101.3 |      | 0.7  |      |
| Delay (s)              | 23.1 | 23.1 | 20.6 |      |      |      |      | 6.1  | 131.3 |      | 3.8  |      |
| Level of Service       | C    | C    | C    |      |      |      |      | A    | F     |      | A    |      |
| Approach Delay (s)     |      | 22.4 |      |      | 0.0  |      |      | 97.1 |       |      | 3.8  |      |
| Approach LOS           |      | C    |      |      | A    |      |      | F    |       |      | A    |      |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| HCM Average Control Delay         | 65.3  | HCM Level of Service |
| HCM Volume to Capacity ratio      | 1.22  | E                    |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s) |
| Intersection Capacity Utilization | 39.4% | ICU Level of Service |
| Analysis Period (min)             | 15    | A                    |
| c Critical Lane Group             |       |                      |

HCM Signalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

Existing + Phase 1 - Mitigation A  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |
| Volume (vph)                      | 10  | 450   | 0   | 0   | 500   | 290   | 10   | 10  | 220   | 0   | 0   | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 4.0   |   |   | 4.0   | 4.0   |  | 4.0   | 4.0   |   |   |   |
| Lane Util. Factor                 |   | 1.00  |   |   | 1.00  | 1.00  |  | 1.00  | 1.00  |   |   |   |
| Frt                               |   | 1.00  |   |   | 1.00  | 0.85  |  | 1.00  | 0.85  |   |   |   |
| Flt Protected                     |   | 1.00  |   |   | 1.00  | 1.00  |  | 0.98  | 1.00  |   |   |   |
| Satd. Flow (prot)                 |   | 1793  |   |   | 1727  | 1346  |  | 1854  | 1468  |   |   |   |
| Flt Permitted                     |   | 1.00  |   |   | 1.00  | 1.00  |  | 0.98  | 1.00  |   |   |   |
| Satd. Flow (perm)                 |   | 1793  |   |   | 1727  | 1346  |  | 1854  | 1468  |   |   |   |
| Peak-hour factor, PHF             | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  | 0.93   | 0.93  | 0.93  | 0.93  | 0.93  | 0.93  |
| Adj. Flow (vph)                   | 11  | 484   | 0   | 0   | 538   | 312   | 11   | 11  | 237   | 0   | 0   | 0   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 0   | 195   | 0  | 0   | 210   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 0   | 495   | 0   | 0   | 538   | 117   | 0  | 22  | 27  | 0   | 0   | 0   |
| Heavy Vehicles (%)                | 0%  | 6%  | 0%  | 0%  | 10%   | 20%   | 0%   | 0%  | 10%   | 0%  | 0%  | 0%  |
| Turn Type                         | Split   |   |   |   |   | Perm  | Perm   |   | Perm  |   |   |   |
| Protected Phases                  | 2   | 2   |   |   | 6   |   |  | 8   |   |   |   |   |
| Permitted Phases                  |   |   |   |   |   | 6   | 8  |   | 8   |   |   |   |
| Actuated Green, G (s)             |   | 22.8  |   |   | 25.5  | 25.5  |  | 7.7   | 7.7   |   |   |   |
| Effective Green, g (s)            |   | 22.8  |   |   | 25.5  | 25.5  |  | 7.7   | 7.7   |   |   |   |
| Actuated g/C Ratio                |   | 0.34  |   |   | 0.38  | 0.38  |  | 0.11  | 0.11  |   |   |   |
| Clearance Time (s)                |   | 4.0   |   |   | 4.0   | 4.0   |  | 4.0   | 4.0   |   |   |   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   | 3.0   |  | 3.0   | 3.0   |   |   |   |
| Lane Grp Cap (vph)                |   | 601   |   |   | 648   | 505   |  | 210   | 166   |   |   |   |
| v/s Ratio Prot                    |   | c0.28   |   |   | c0.31   |   |  |   |   |   |   |   |
| v/s Ratio Perm                    |   |   |   |   |   | 0.09  |  | 0.01  | c0.02   |   |   |   |
| v/c Ratio                         |   | 0.82  |   |   | 0.83  | 0.23  |  | 0.10  | 0.16  |   |   |   |
| Uniform Delay, d1                 |   | 20.8  |   |   | 19.3  | 14.5  |  | 27.1  | 27.2  |   |   |   |
| Progression Factor                |   | 1.00  |   |   | 1.00  | 1.00  |  | 1.00  | 1.00  |   |   |   |
| Incremental Delay, d2             |   | 8.9   |   |   | 8.9   | 0.2   |  | 0.2   | 0.5   |   |   |   |
| Delay (s)                         |   | 29.7  |   |   | 28.1  | 14.8  |  | 27.3  | 27.7  |   |   |   |
| Level of Service                  |   | C   |   |   | C   | B   |  | C   | C   |   |   |   |
| Approach Delay (s)                |   | 29.7  |   |   | 23.2  |   |  | 27.7  |   |   | 0.0   |   |
| Approach LOS                      |   | C   |   |   | C   |   |  | C   |   |   | A   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 25.9  |   |   |   | HCM Level of Service   |   |   | C   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.74  |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 68.0  |   |   |   | Sum of lost time (s)   |   |   | 12.0  |   |   |
| Intersection Capacity Utilization |   |   | 55.5%   |   |   |   | ICU Level of Service   |   |   | B   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
7: Mountain House Parkway & I-580 EB Off-Ramp

Existing + Phase 1 - Mitigation A  
PM Peak Hour
























| Movement               | EBL  | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔     |      |       | ↔     |      |      |      |      |      | ↔    | ↔    |
| Volume (vph)           | 0    | 190   | 140  | 480   | 20    | 0    | 0    | 0    | 0    | 270  | 10   | 70   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Lane Util. Factor      |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Frt                    |      | 0.94  |      |       | 1.00  |      |      |      |      |      | 1.00 | 0.85 |
| Flt Protected          |      | 1.00  |      |       | 0.95  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (prot)      |      | 1773  |      |       | 1654  |      |      |      |      |      | 1654 | 1615 |
| Flt Permitted          |      | 1.00  |      |       | 0.95  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (perm)      |      | 1773  |      |       | 1654  |      |      |      |      |      | 1654 | 1615 |
| Peak-hour factor, PHF  | 0.91 | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph)        | 0    | 209   | 154  | 527   | 22    | 0    | 0    | 0    | 0    | 297  | 11   | 77   |
| RTOR Reduction (vph)   | 0    | 33    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 38   |
| Lane Group Flow (vph)  | 0    | 330   | 0    | 0     | 549   | 0    | 0    | 0    | 0    | 0    | 308  | 39   |
| Heavy Vehicles (%)     | 0%   | 1%    | 1%   | 10%   | 0%    | 0%   | 0%   | 0%   | 0%   | 9%   | 25%  | 0%   |
| Turn Type              |      |       |      | Split |       |      |      |      |      | Perm |      | Perm |
| Protected Phases       |      | 2     |      | 6     | 6     |      |      |      |      |      | 4    |      |
| Permitted Phases       |      |       |      |       |       |      |      |      |      | 4    |      | 4    |
| Actuated Green, G (s)  |      | 16.6  |      |       | 27.6  |      |      |      |      |      | 17.0 | 17.0 |
| Effective Green, g (s) |      | 16.6  |      |       | 27.6  |      |      |      |      |      | 17.0 | 17.0 |
| Actuated g/C Ratio     |      | 0.23  |      |       | 0.38  |      |      |      |      |      | 0.23 | 0.23 |
| Clearance Time (s)     |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Vehicle Extension (s)  |      | 3.0   |      |       | 3.0   |      |      |      |      |      | 3.0  | 3.0  |
| Lane Grp Cap (vph)     |      | 402   |      |       | 624   |      |      |      |      |      | 384  | 375  |
| v/s Ratio Prot         |      | c0.19 |      |       | c0.33 |      |      |      |      |      |      |      |
| v/s Ratio Perm         |      |       |      |       |       |      |      |      |      |      | 0.19 | 0.02 |
| v/c Ratio              |      | 0.82  |      |       | 0.88  |      |      |      |      |      | 0.80 | 0.10 |
| Uniform Delay, d1      |      | 26.9  |      |       | 21.3  |      |      |      |      |      | 26.5 | 22.1 |
| Progression Factor     |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Incremental Delay, d2  |      | 12.6  |      |       | 13.4  |      |      |      |      |      | 11.4 | 0.1  |
| Delay (s)              |      | 39.5  |      |       | 34.7  |      |      |      |      |      | 38.0 | 22.2 |
| Level of Service       |      | D     |      |       | C     |      |      |      |      |      | D    | C    |
| Approach Delay (s)     |      | 39.5  |      |       | 34.7  |      |      | 0.0  |      |      | 34.8 |      |
| Approach LOS           |      | D     |      |       | C     |      |      | A    |      |      | C    |      |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 36.1  | HCM Level of Service D    |
| HCM Volume to Capacity ratio      | 0.84  |                           |
| Actuated Cycle Length (s)         | 73.2  | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 71.7% | ICU Level of Service C    |
| Analysis Period (min)             | 15    |                           |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

Existing + Phase 1 - Mitigation A  
 PM Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |  |  |  |   |  |  |   |
| Volume (vph)           | 200   | 800   | 40  | 10  | 360   | 220   | 80   | 40  | 20  | 660   | 40  | 590   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |   | 4.0   | 4.0   |   |
| Lane Util. Factor      | 0.97  | 0.95  |   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  |   | 0.97  | 1.00  |   |
| Frt                    | 1.00  | 0.99  |   | 1.00  | 1.00  | 0.85  | 1.00   | 0.95  |   | 1.00  | 0.86  |   |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)      | 3433  | 3514  |   | 1770  | 1863  | 1583  | 1770   | 1768  |   | 3433  | 1601  |   |
| Flt Permitted          | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (perm)      | 3433  | 3514  |   | 1770  | 1863  | 1583  | 1770   | 1768  |   | 3433  | 1601  |   |
| Peak-hour factor, PHF  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85   | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  |
| Adj. Flow (vph)        | 235   | 941   | 47  | 12  | 424   | 259   | 94   | 47  | 24  | 776   | 47  | 694   |
| RTOR Reduction (vph)   | 0   | 3   | 0   | 0   | 0   | 184   | 0  | 16  | 0   | 0   | 171   | 0   |
| Lane Group Flow (vph)  | 235   | 985   | 0   | 12  | 424   | 75  | 94   | 55  | 0   | 776   | 570   | 0   |
| Turn Type              | Prot  |   |   | Prot  |   | Perm  | Prot   |   |   | Prot  |   |   |
| Protected Phases       | 7   | 4   |   | 3   | 8   |   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases       |   |   |   |   |   | 8   |  |   |   |   |   |   |
| Actuated Green, G (s)  | 10.1  | 38.9  |   | 2.1   | 30.9  | 30.9  | 8.8  | 22.5  |   | 27.3  | 41.0  |   |
| Effective Green, g (s) | 10.1  | 38.9  |   | 2.1   | 30.9  | 30.9  | 8.8  | 22.5  |   | 27.3  | 41.0  |   |
| Actuated g/C Ratio     | 0.09  | 0.36  |   | 0.02  | 0.29  | 0.29  | 0.08   | 0.21  |   | 0.26  | 0.38  |   |
| Clearance Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |   | 4.0   | 4.0   |   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)     | 325   | 1280  |   | 35  | 539   | 458   | 146  | 372   |   | 878   | 615   |   |
| v/s Ratio Prot         | c0.07   | c0.28   |   | 0.01  | 0.23  |   | 0.05   | 0.03  |   | c0.23   | c0.36   |   |
| v/s Ratio Perm         |   |   |   |   |   | 0.05  |  |   |   |   |   |   |
| v/c Ratio              | 0.72  | 0.77  |   | 0.34  | 0.79  | 0.16  | 0.64   | 0.15  |   | 0.88  | 0.93  |   |
| Uniform Delay, d1      | 47.0  | 30.0  |   | 51.7  | 34.9  | 28.3  | 47.5   | 34.3  |   | 38.2  | 31.5  |   |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2  | 7.7   | 2.9   |   | 5.8   | 7.4   | 0.2   | 9.3  | 0.2   |   | 10.5  | 20.0  |   |
| Delay (s)              | 54.7  | 32.9  |   | 57.5  | 42.4  | 28.5  | 56.8   | 34.5  |   | 48.7  | 51.5  |   |
| Level of Service       | D   | C   |   | E   | D   | C   | E  | C   |   | D   | D   |   |
| Approach Delay (s)     |   | 37.1  |   |   | 37.5  |   |  | 47.2  |   |   | 50.1  |   |
| Approach LOS           |   | D   |   |   | D   |   |  | D   |   |   | D   |   |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 43.1  | HCM Level of Service | D   |
| HCM Volume to Capacity ratio      | 0.81  |                      |     |
| Actuated Cycle Length (s)         | 106.8 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 83.1% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |



HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing + Phase 1 - Mitigation A  
 PM Peak Hour



| Movement               | EBL  | EBR   | NBL   | NBT  | SBT   | SBR  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 460  | 1020  | 360   | 120  | 210   | 180  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00 | 1.00  | 0.97  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 0.85  | 1.00  | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770 | 1583  | 3433  | 1863 | 1863  | 1583 |
| Flt Permitted          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1770 | 1583  | 3433  | 1863 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.98 | 0.98  | 0.98  | 0.98 | 0.98  | 0.98 |
| Adj. Flow (vph)        | 469  | 1041  | 367   | 122  | 214   | 184  |
| RTOR Reduction (vph)   | 0    | 289   | 0     | 0    | 0     | 150  |
| Lane Group Flow (vph)  | 469  | 752   | 367   | 122  | 214   | 34   |
| Turn Type              |      | Perm  | Prot  |      |       | Perm |
| Protected Phases       | 4    |       | 5     | 2    | 6     |      |
| Permitted Phases       |      | 4     |       |      |       | 6    |
| Actuated Green, G (s)  | 37.4 | 37.4  | 10.0  | 27.4 | 13.4  | 13.4 |
| Effective Green, g (s) | 37.4 | 37.4  | 10.0  | 27.4 | 13.4  | 13.4 |
| Actuated g/C Ratio     | 0.51 | 0.51  | 0.14  | 0.38 | 0.18  | 0.18 |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 909  | 813   | 472   | 701  | 343   | 291  |
| v/s Ratio Prot         | 0.27 |       | c0.11 | 0.07 | c0.11 |      |
| v/s Ratio Perm         |      | c0.48 |       |      |       | 0.02 |
| v/c Ratio              | 0.52 | 0.93  | 0.78  | 0.17 | 0.62  | 0.12 |
| Uniform Delay, d1      | 11.7 | 16.4  | 30.3  | 15.1 | 27.4  | 24.8 |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 0.5  | 16.1  | 7.9   | 0.1  | 3.5   | 0.2  |
| Delay (s)              | 12.2 | 32.5  | 38.2  | 15.3 | 30.9  | 24.9 |
| Level of Service       | B    | C     | D     | B    | C     | C    |
| Approach Delay (s)     | 26.2 |       |       | 32.5 | 28.1  |      |
| Approach LOS           | C    |       |       | C    | C     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 27.8  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.83  |                      |      |
| Actuated Cycle Length (s)         | 72.8  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 80.9% | ICU Level of Service | D    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 20: Valpico Road & Lammers Road

Existing + Phase 1 - Mitigation A  
 PM Peak Hour



| Movement               | WBL   | WBR  | NBT  | NBR  | SBL  | SBT   |
|------------------------|-------|------|------|------|------|-------|
| Lane Configurations    |       |      |      |      |      |       |
| Volume (vph)           | 10    | 340  | 10   | 10   | 900  | 20    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0   |      | 4.0  |      |      | 4.0   |
| Lane Util. Factor      | 1.00  |      | 1.00 |      |      | 1.00  |
| Frt                    | 0.87  |      | 0.93 |      |      | 1.00  |
| Flt Protected          | 1.00  |      | 1.00 |      |      | 0.95  |
| Satd. Flow (prot)      | 1616  |      | 1737 |      |      | 1776  |
| Flt Permitted          | 1.00  |      | 1.00 |      |      | 0.72  |
| Satd. Flow (perm)      | 1616  |      | 1737 |      |      | 1334  |
| Peak-hour factor, PHF  | 0.96  | 0.96 | 0.96 | 0.96 | 0.96 | 0.96  |
| Adj. Flow (vph)        | 10    | 354  | 10   | 10   | 938  | 21    |
| RTOR Reduction (vph)   | 317   | 0    | 2    | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 47    | 0    | 18   | 0    | 0    | 959   |
| Turn Type              |       |      |      |      | Perm |       |
| Protected Phases       | 8     |      | 2    |      |      | 6     |
| Permitted Phases       |       |      |      |      | 6    |       |
| Actuated Green, G (s)  | 8.4   |      | 63.0 |      |      | 63.0  |
| Effective Green, g (s) | 8.4   |      | 63.0 |      |      | 63.0  |
| Actuated g/C Ratio     | 0.11  |      | 0.79 |      |      | 0.79  |
| Clearance Time (s)     | 4.0   |      | 4.0  |      |      | 4.0   |
| Vehicle Extension (s)  | 3.0   |      | 3.0  |      |      | 3.0   |
| Lane Grp Cap (vph)     | 171   |      | 1378 |      |      | 1058  |
| v/s Ratio Prot         | c0.03 |      | 0.01 |      |      |       |
| v/s Ratio Perm         |       |      |      |      |      | c0.72 |
| v/c Ratio              | 0.28  |      | 0.01 |      |      | 0.91  |
| Uniform Delay, d1      | 32.7  |      | 1.7  |      |      | 6.0   |
| Progression Factor     | 1.00  |      | 1.00 |      |      | 1.00  |
| Incremental Delay, d2  | 0.9   |      | 0.0  |      |      | 11.0  |
| Delay (s)              | 33.6  |      | 1.7  |      |      | 17.0  |
| Level of Service       | C     |      | A    |      |      | B     |
| Approach Delay (s)     | 33.6  |      | 1.7  |      |      | 17.0  |
| Approach LOS           | C     |      | A    |      |      | B     |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 21.3  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.83  |                      |     |
| Actuated Cycle Length (s)         | 79.4  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 85.8% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

# **Existing Plus Phase 1 Mitigation B LOS Calculation Worksheets**

Note: Alternative Mitigation B, construct New Schulte Road from Hansen Road to Lammers Road, redistributes vehicle turn movements within the study area. The following sheets show the alternate intersection turn volumes and the LOS calculation worksheets for Mitigation B.

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
 AM Peak Hour



| Movement                          | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR   |
|-----------------------------------|------|------|------|-------|-------|------|-------|------|------|------|-------|-------|
| Lane Configurations               |      |      |      | ↔↔    | ↔     |      | ↔     | ↕↕   |      |      | ↕↕↕   | ↔     |
| Volume (vph)                      | 0    | 0    | 0    | 1330  | 0     | 250  | 50    | 190  | 0    | 0    | 640   | 310   |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)               |      |      |      | 4.0   | 4.0   |      | 4.0   | 4.0  |      |      | 4.0   | 2.3   |
| Lane Util. Factor                 |      |      |      | 0.97  | 1.00  |      | 1.00  | 0.95 |      |      | 0.91  | 1.00  |
| Frbp, ped/bikes                   |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00 |      |      | 1.00  | 0.99  |
| Flpb, ped/bikes                   |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00 |      |      | 1.00  | 1.00  |
| Fr <sub>t</sub>                   |      |      |      | 1.00  | 0.85  |      | 1.00  | 1.00 |      |      | 1.00  | 0.85  |
| Fl <sub>t</sub> Protected         |      |      |      | 0.95  | 1.00  |      | 0.95  | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (prot)                 |      |      |      | 3045  | 1599  |      | 1467  | 3167 |      |      | 4988  | 1595  |
| Fl <sub>t</sub> Permitted         |      |      |      | 0.95  | 1.00  |      | 0.95  | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (perm)                 |      |      |      | 3045  | 1599  |      | 1467  | 3167 |      |      | 4988  | 1595  |
| Peak-hour factor, PHF             | 0.89 | 0.89 | 0.89 | 0.89  | 0.89  | 0.89 | 0.89  | 0.89 | 0.89 | 0.89 | 0.89  | 0.89  |
| Adj. Flow (vph)                   | 0    | 0    | 0    | 1494  | 0     | 281  | 56    | 213  | 0    | 0    | 719   | 348   |
| RTOR Reduction (vph)              | 0    | 0    | 0    | 0     | 86    | 0    | 0     | 0    | 0    | 0    | 0     | 0     |
| Lane Group Flow (vph)             | 0    | 0    | 0    | 1494  | 195   | 0    | 56    | 213  | 0    | 0    | 719   | 348   |
| Confl. Bikes (#/hr)               |      |      |      |       |       |      |       |      |      |      |       | 2     |
| Heavy Vehicles (%)                | 0%   | 0%   | 0%   | 15%   | 0%    | 1%   | 23%   | 14%  | 0%   | 0%   | 4%    | 0%    |
| Turn Type                         |      |      |      | Perm  |       |      | Prot  |      |      |      |       | Free  |
| Protected Phases                  |      |      |      |       | 8     |      | 5     | 2    |      |      | 6     |       |
| Permitted Phases                  |      |      |      | 8     |       |      |       |      |      |      |       | Free  |
| Actuated Green, G (s)             |      |      |      | 102.9 | 102.9 |      | 7.6   | 36.3 |      |      | 24.2  | 150.0 |
| Effective Green, g (s)            |      |      |      | 104.0 | 104.0 |      | 8.1   | 38.0 |      |      | 25.9  | 150.0 |
| Actuated g/C Ratio                |      |      |      | 0.69  | 0.69  |      | 0.05  | 0.25 |      |      | 0.17  | 1.00  |
| Clearance Time (s)                |      |      |      | 5.1   | 5.1   |      | 4.5   | 5.7  |      |      | 5.7   |       |
| Vehicle Extension (s)             |      |      |      | 3.0   | 3.0   |      | 3.0   | 3.0  |      |      | 3.0   |       |
| Lane Grp Cap (vph)                |      |      |      | 2111  | 1109  |      | 79    | 802  |      |      | 861   | 1595  |
| v/s Ratio Prot                    |      |      |      |       | 0.12  |      | c0.04 | 0.07 |      |      | c0.14 |       |
| v/s Ratio Perm                    |      |      |      | c0.49 |       |      |       |      |      |      |       | 0.22  |
| v/c Ratio                         |      |      |      | 0.71  | 0.18  |      | 0.71  | 0.27 |      |      | 0.84  | 0.22  |
| Uniform Delay, d <sub>1</sub>     |      |      |      | 13.8  | 8.0   |      | 69.8  | 44.8 |      |      | 60.0  | 0.0   |
| Progression Factor                |      |      |      | 1.00  | 1.00  |      | 0.95  | 1.04 |      |      | 1.00  | 1.00  |
| Incremental Delay, d <sub>2</sub> |      |      |      | 2.0   | 0.3   |      | 25.1  | 0.8  |      |      | 9.4   | 0.3   |
| Delay (s)                         |      |      |      | 15.9  | 8.4   |      | 91.4  | 47.2 |      |      | 69.4  | 0.3   |
| Level of Service                  |      |      |      | B     | A     |      | F     | D    |      |      | E     | A     |
| Approach Delay (s)                |      | 0.0  |      |       | 14.7  |      |       | 56.4 |      |      | 46.9  |       |
| Approach LOS                      |      | A    |      |       | B     |      |       | E    |      |      | D     |       |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 29.3  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.73  |                      |      |
| Actuated Cycle Length (s)         | 150.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 67.0% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
 AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT   | SBR  |
|------------------------|------|------|------|------|------|------|------|------|-------|------|-------|------|
| Lane Configurations    | ↘    | ↙    | ↗    |      |      |      |      | ↑↑   | ↗     |      | ↑↑    |      |
| Volume (vph)           | 60   | 0    | 130  | 0    | 0    | 0    | 0    | 170  | 390   | 0    | 1700  | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  | 4.0   |      | 5.7   |      |
| Lane Util. Factor      | 0.95 | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00  |      | 0.95  |      |
| Frbp, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Frt                    | 1.00 | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85  |      | 1.00  |      |
| Flt Protected          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Satd. Flow (prot)      | 1715 | 1715 | 1404 |      |      |      |      | 2959 | 1009  |      | 3112  |      |
| Flt Permitted          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00  |      |
| Satd. Flow (perm)      | 1715 | 1715 | 1404 |      |      |      |      | 2959 | 1009  |      | 3112  |      |
| Peak-hour factor, PHF  | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90  | 0.90 | 0.90  | 0.90 |
| Adj. Flow (vph)        | 67   | 0    | 144  | 0    | 0    | 0    | 0    | 189  | 433   | 0    | 1889  | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 24   | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 33   | 34   | 120  | 0    | 0    | 0    | 0    | 189  | 433   | 0    | 1889  | 0    |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |      |      |       |      |       | 1    |
| Heavy Vehicles (%)     | 0%   | 0%   | 15%  | 0%   | 0%   | 0%   | 0%   | 22%  | 60%   | 0%   | 16%   | 0%   |
| Turn Type              | Perm |      | Perm |      |      |      |      |      | Free  |      |       |      |
| Protected Phases       |      | 4    |      |      |      |      |      | 2    |       |      | 6     |      |
| Permitted Phases       | 4    |      | 4    |      |      |      |      |      | Free  |      |       |      |
| Actuated Green, G (s)  | 10.5 | 10.5 | 10.5 |      |      |      |      | 53.7 | 75.0  |      | 53.7  |      |
| Effective Green, g (s) | 10.5 | 10.5 | 10.5 |      |      |      |      | 53.7 | 75.0  |      | 53.7  |      |
| Actuated g/C Ratio     | 0.14 | 0.14 | 0.14 |      |      |      |      | 0.72 | 1.00  |      | 0.72  |      |
| Clearance Time (s)     | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  |       |      | 5.7   |      |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  |      |      |      |      | 3.0  |       |      | 3.0   |      |
| Lane Grp Cap (vph)     | 240  | 240  | 197  |      |      |      |      | 2119 | 1009  |      | 2228  |      |
| v/s Ratio Prot         |      |      |      |      |      |      |      | 0.06 |       |      | c0.61 |      |
| v/s Ratio Perm         | 0.02 | 0.02 | 0.09 |      |      |      |      |      | c0.43 |      |       |      |
| v/c Ratio              | 0.14 | 0.14 | 0.61 |      |      |      |      | 0.09 | 0.43  |      | 0.85  |      |
| Uniform Delay, d1      | 28.3 | 28.3 | 30.3 |      |      |      |      | 3.2  | 0.0   |      | 7.7   |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 |      |      |      |      | 0.83 | 1.00  |      | 2.00  |      |
| Incremental Delay, d2  | 0.3  | 0.3  | 5.2  |      |      |      |      | 0.1  | 1.3   |      | 2.9   |      |
| Delay (s)              | 28.5 | 28.6 | 35.6 |      |      |      |      | 2.8  | 1.3   |      | 18.3  |      |
| Level of Service       | C    | C    | D    |      |      |      |      | A    | A     |      | B     |      |
| Approach Delay (s)     |      | 33.3 |      |      | 0.0  |      |      | 1.8  |       |      | 18.3  |      |
| Approach LOS           |      | C    |      |      | A    |      |      | A    |       |      | B     |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 15.7  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.75  |                      |     |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 5.7 |
| Intersection Capacity Utilization | 64.0% | ICU Level of Service | C   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

# HCM Signalized Intersection Capacity Analysis

## 3: Capital Parks Drive & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
AM Peak Hour



| Movement               | WBL  | WBR   | NBT  | NBR  | SBL   | SBT   |
|------------------------|------|-------|------|------|-------|-------|
| Lane Configurations    | ↶    | ↶↶    | ↶↶   | ↷    | ↶↶    | ↶↶    |
| Volume (vph)           | 10   | 240   | 410  | 30   | 710   | 900   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0   |
| Lane Util. Factor      | 1.00 | 0.88  | 0.95 | 1.00 | 0.97  | 0.95  |
| Frpb, ped/bikes        | 1.00 | 0.97  | 1.00 | 0.98 | 1.00  | 1.00  |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |
| Frt                    | 1.00 | 0.85  | 1.00 | 0.85 | 1.00  | 1.00  |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 1.00 | 0.95  | 1.00  |
| Satd. Flow (prot)      | 1770 | 2690  | 3539 | 1548 | 3433  | 3539  |
| Flt Permitted          | 0.95 | 1.00  | 1.00 | 1.00 | 0.95  | 1.00  |
| Satd. Flow (perm)      | 1770 | 2690  | 3539 | 1548 | 3433  | 3539  |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92 | 0.92 | 0.92  | 0.92  |
| Adj. Flow (vph)        | 11   | 261   | 446  | 33   | 772   | 978   |
| RTOR Reduction (vph)   | 0    | 227   | 0    | 17   | 0     | 0     |
| Lane Group Flow (vph)  | 11   | 34    | 446  | 16   | 772   | 978   |
| Confl. Peds. (#/hr)    |      | 10    |      | 10   |       |       |
| Turn Type              |      | Perm  |      | Perm | Prot  |       |
| Protected Phases       | 8    |       | 2    |      | 1     | 6     |
| Permitted Phases       |      | 8     |      | 2    |       |       |
| Actuated Green, G (s)  | 9.8  | 9.8   | 37.2 | 37.2 | 16.0  | 57.2  |
| Effective Green, g (s) | 9.8  | 9.8   | 37.2 | 37.2 | 16.0  | 57.2  |
| Actuated g/C Ratio     | 0.13 | 0.13  | 0.50 | 0.50 | 0.21  | 0.76  |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 231  | 351   | 1755 | 768  | 732   | 2699  |
| v/s Ratio Prot         | 0.01 |       | 0.13 |      | c0.22 | c0.28 |
| v/s Ratio Perm         |      | c0.01 |      | 0.01 |       |       |
| v/c Ratio              | 0.05 | 0.10  | 0.25 | 0.02 | 1.05  | 0.36  |
| Uniform Delay, d1      | 28.5 | 28.7  | 10.9 | 9.6  | 29.5  | 2.9   |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00 | 1.02  | 2.48  |
| Incremental Delay, d2  | 0.1  | 0.1   | 0.3  | 0.1  | 40.4  | 0.2   |
| Delay (s)              | 28.6 | 28.8  | 11.2 | 9.7  | 70.4  | 7.4   |
| Level of Service       | C    | C     | B    | A    | E     | A     |
| Approach Delay (s)     | 28.8 |       | 11.1 |      |       | 35.2  |
| Approach LOS           | C    |       | B    |      |       | D     |





























### Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 29.9  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.48  |                      |     |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 56.9% | ICU Level of Service | B   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group


















HCM Signalized Intersection Capacity Analysis  
5: Old Schulte Road & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
AM Peak Hour

|                                   |  |   |  |   |  |  |  |   |  |   |   |  |
|-----------------------------------|---|--|---|--|---|---|--|--|---|--|--|---|
| Movement                          | EBL   | EBT  | EBR   | WBL  | WBT   | WBR   | NBL  | NBT  | NBR   | SBL  | SBT  | SBR   |
| Lane Configurations               |  | <br> |  | <br> |  |   |  | <br> |  | <br> | <br> |  |
| Volume (vph)                      | 20  | 20   | 50  | 340  | 50  | 290   | 70   | 140  | 480   | 510  | 150  | 40  |
| Ideal Flow (vphpl)                | 1900  | 1900   | 1900  | 1900   | 1900  | 1900  | 1900   | 1900   | 1900  | 1900   | 1900   | 1900  |
| Total Lost time (s)               | 7.5   | 7.5  | 7.5   | 7.5  | 7.5   |   | 7.5  | 7.5  | 7.5   | 7.5  | 7.5  | 7.5   |
| Lane Util. Factor                 | 1.00  | 0.95   | 1.00  | 0.97   | 1.00  |   | 1.00   | 0.95   | 1.00  | 0.97   | 0.95   | 1.00  |
| Frbp, ped/bikes                   | 1.00  | 1.00   | 1.00  | 1.00   | 0.99  |   | 1.00   | 1.00   | 0.99  | 1.00   | 1.00   | 1.00  |
| Flpb, ped/bikes                   | 1.00  | 1.00   | 1.00  | 1.00   | 1.00  |   | 1.00   | 1.00   | 1.00  | 1.00   | 1.00   | 1.00  |
| Frt                               | 1.00  | 1.00   | 0.85  | 1.00   | 0.87  |   | 1.00   | 1.00   | 0.85  | 1.00   | 1.00   | 0.85  |
| Flt Protected                     | 0.95  | 1.00   | 1.00  | 0.95   | 1.00  |   | 0.95   | 1.00   | 1.00  | 0.95   | 1.00   | 1.00  |
| Satd. Flow (prot)                 | 1444  | 2911   | 1429  | 3072   | 1022  |   | 1444   | 2714   | 1028  | 2382   | 2820   | 1214  |
| Flt Permitted                     | 0.95  | 1.00   | 1.00  | 0.95   | 1.00  |   | 0.95   | 1.00   | 1.00  | 0.95   | 1.00   | 1.00  |
| Satd. Flow (perm)                 | 1444  | 2911   | 1429  | 3072   | 1022  |   | 1444   | 2714   | 1028  | 2382   | 2820   | 1214  |
| Peak-hour factor, PHF             | 0.88  | 0.88   | 0.88  | 0.88   | 0.88  | 0.88  | 0.88   | 0.88   | 0.88  | 0.88   | 0.88   | 0.88  |
| Adj. Flow (vph)                   | 23  | 23   | 57  | 386  | 57  | 330   | 80   | 159  | 545   | 580  | 170  | 45  |
| RTOR Reduction (vph)              | 0   | 0  | 54  | 0  | 97  | 0   | 0  | 0  | 468   | 0  | 0  | 30  |
| Lane Group Flow (vph)             | 23  | 23   | 3   | 386  | 290   | 0   | 80   | 159  | 77  | 580  | 170  | 15  |
| Confl. Peds. (#/hr)               | 2   |  |   |  |   | 2   |  |  | 1   | 1  |  |   |
| Heavy Vehicles (%)                | 25%   | 24%  | 13%   | 14%  | 38%   | 64%   | 25%  | 33%  | 55%   | 47%  | 28%  | 33%   |
| Turn Type                         | Prot  |  | Perm  | Prot   |   |   | Prot   |  | Perm  | Prot   |  | Perm  |
| Protected Phases                  | 7   | 4  |   | 3  | 8   |   | 5  | 2  |   | 1  | 6  |   |
| Permitted Phases                  |   |  | 4   |  |   |   |  |  | 2   |  |  | 6   |
| Actuated Green, G (s)             | 4.1   | 7.8  | 7.8   | 48.2   | 51.9  |   | 15.1   | 21.6   | 21.6  | 46.1   | 52.6   | 52.6  |
| Effective Green, g (s)            | 4.1   | 7.8  | 7.8   | 48.2   | 51.9  |   | 15.1   | 21.6   | 21.6  | 46.1   | 52.6   | 52.6  |
| Actuated g/C Ratio                | 0.03  | 0.05   | 0.05  | 0.31   | 0.34  |   | 0.10   | 0.14   | 0.14  | 0.30   | 0.34   | 0.34  |
| Clearance Time (s)                | 7.5   | 7.5  | 7.5   | 7.5  | 7.5   |   | 7.5  | 7.5  | 7.5   | 7.5  | 7.5  | 7.5   |
| Vehicle Extension (s)             | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   |   | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   |
| Lane Grp Cap (vph)                | 39  | 148  | 73  | 963  | 345   |   | 142  | 381  | 144   | 714  | 965  | 415   |
| v/s Ratio Prot                    | 0.02  | 0.01   |   | c0.13  | c0.28   |   | 0.06   | 0.06   |   | c0.24  | 0.06   |   |
| v/s Ratio Perm                    |   |  | 0.00  |  |   |   |  |  | c0.07   |  |  | 0.01  |
| v/c Ratio                         | 0.59  | 0.16   | 0.04  | 0.40   | 0.84  |   | 0.56   | 0.42   | 0.53  | 0.81   | 0.18   | 0.04  |
| Uniform Delay, d1                 | 74.0  | 69.8   | 69.4  | 41.4   | 47.1  |   | 66.2   | 60.3   | 61.4  | 49.8   | 35.4   | 33.7  |
| Progression Factor                | 1.00  | 1.00   | 1.00  | 1.00   | 1.00  |   | 1.00   | 1.00   | 1.00  | 1.00   | 1.00   | 1.00  |
| Incremental Delay, d2             | 20.8  | 0.5  | 0.2   | 0.3  | 16.7  |   | 5.0  | 0.7  | 3.7   | 7.0  | 0.1  | 0.0   |
| Delay (s)                         | 94.7  | 70.3   | 69.6  | 41.7   | 63.8  |   | 71.2   | 61.0   | 65.1  | 56.8   | 35.5   | 33.7  |
| Level of Service                  | F   | E  | E   | D  | E   |   | E  | E  | E   | E  | D  | C   |
| Approach Delay (s)                |   | 75.4   |   |  | 52.8  |   |  | 64.9   |   |  | 50.9   |   |
| Approach LOS                      |   | E  |   |  | D   |   |  | E  |   |  | D  |   |
| <b>Intersection Summary</b>       |   |  |   |  |   |   |  |  |   |  |  |   |
| HCM Average Control Delay         |   |  | 57.0  |  |   | HCM Level of Service  |  |  |   | E  |  |   |
| HCM Volume to Capacity ratio      |   |  | 0.73  |  |   |   |  |  |   |  |  |   |
| Actuated Cycle Length (s)         |   |  | 153.7   |  |   | Sum of lost time (s)  |  |  | 22.5  |  |  |   |
| Intersection Capacity Utilization |   |  | 71.5%   |  |   | ICU Level of Service  |  |  | C   |  |  |   |
| Analysis Period (min)             |   |  | 15  |  |   |   |  |  |   |  |  |   |
| c Critical Lane Group             |   |  |   |  |   |   |  |  |   |  |  |   |

HCM Unsignalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

Existing + Phase 1 - Mitigation B  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |
| Volume (veh/h)                    | 20  | 270   | 0   | 0   | 300   | 230   | 50   | 0   | 420   | 0   | 0   | 0   |
| Sign Control                      |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Peak Hour Factor                  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85   | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  |
| Hourly flow rate (vph)            | 24  | 318   | 0   | 0   | 353   | 271   | 59   | 0   | 494   | 0   | 0   | 0   |
| Pedestrians                       |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Width (ft)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| Walking Speed (ft/s)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Percent Blockage                  |   |   |   |   |   |   |  |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   | 3   |   |   |   |
| Median type                       |   | None  |   |   | None  |   |  |   |   |   |   |   |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Upstream signal (ft)              |   | 436   |   |   | 1190  |   |  |   |   |   |   |   |
| pX, platoon unblocked             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC, conflicting volume            | 353   |   |   | 318   |   |   | 718  | 718   | 318   | 718   | 718   | 353   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vCu, unblocked vol                | 353   |   |   | 318   |   |   | 718  | 718   | 318   | 718   | 718   | 353   |
| tC, single (s)                    | 4.1   |   |   | 4.1   |   |   | 7.1  | 6.5   | 6.6   | 7.1   | 6.5   | 6.2   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| tF (s)                            | 2.2   |   |   | 2.2   |   |   | 3.5  | 4.0   | 3.7   | 3.5   | 4.0   | 3.3   |
| p0 queue free %                   | 98  |   |   | 100   |   |   | 83   | 100   | 23  | 100   | 100   | 100   |
| cM capacity (veh/h)               | 1217  |   |   | 1254  |   |   | 342  | 351   | 641   | 78  | 351   | 695   |
| <b>Direction, Lane #</b>          | <b>EB 1</b>   | <b>WB 1</b>   | <b>WB 2</b>   | <b>NB 1</b>   |   |   |  |   |   |   |   |   |
| Volume Total                      | 341   | 353   | 271   | 553   |   |   |  |   |   |   |   |   |
| Volume Left                       | 24  | 0   | 0   | 59  |   |   |  |   |   |   |   |   |
| Volume Right                      | 0   | 0   | 271   | 494   |   |   |  |   |   |   |   |   |
| cSH                               | 1217  | 1700  | 1700  | 717   |   |   |  |   |   |   |   |   |
| Volume to Capacity                | 0.02  | 0.21  | 0.16  | 0.77  |   |   |  |   |   |   |   |   |
| Queue Length 95th (ft)            | 1   | 0   | 0   | 185   |   |   |  |   |   |   |   |   |
| Control Delay (s)                 | 0.7   | 0.0   | 0.0   | 25.9  |   |   |  |   |   |   |   |   |
| Lane LOS                          | A   |   |   | D   |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 0.7   | 0.0   |   | 25.9  |   |   |  |   |   |   |   |   |
| Approach LOS                      |   |   |   | D   |   |   |  |   |   |   |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| Average Delay                     |   |   | 9.6   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 48.0%   |   | ICU Level of Service  |   |  |   | A   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |



# HCM Signalized Intersection Capacity Analysis

## 7: Mountain House Parkway & I-580 EB Off-Ramp

Existing + Phase 1 - Mitigation B

AM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔     |      |       | ↔     |      |      |      |      |      | ↔    | ↔    |
| Volume (vph)           | 0    | 30    | 10   | 140   | 210   | 0    | 0    | 0    | 0    | 250  | 0    | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Lane Util. Factor      |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Frt                    |      | 0.97  |      |       | 1.00  |      |      |      |      |      | 1.00 | 0.85 |
| Flt Protected          |      | 1.00  |      |       | 0.98  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (prot)      |      | 1522  |      |       | 1539  |      |      |      |      |      | 1236 | 1369 |
| Flt Permitted          |      | 1.00  |      |       | 0.98  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (perm)      |      | 1522  |      |       | 1539  |      |      |      |      |      | 1236 | 1369 |
| Peak-hour factor, PHF  | 0.86 | 0.86  | 0.86 | 0.86  | 0.86  | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph)        | 0    | 35    | 12   | 163   | 244   | 0    | 0    | 0    | 0    | 291  | 0    | 12   |
| RTOR Reduction (vph)   | 0    | 11    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 6    |
| Lane Group Flow (vph)  | 0    | 36    | 0    | 0     | 407   | 0    | 0    | 0    | 0    | 0    | 291  | 6    |
| Heavy Vehicles (%)     | 0%   | 19%   | 25%  | 51%   | 1%    | 0%   | 0%   | 0%   | 0%   | 46%  | 0%   | 18%  |
| Turn Type              |      |       |      | Split |       |      |      |      |      | Perm |      | Perm |
| Protected Phases       |      | 2     |      | 6     | 6     |      |      |      |      |      | 4    |      |
| Permitted Phases       |      |       |      |       |       |      |      |      |      | 4    |      | 4    |
| Actuated Green, G (s)  |      | 7.2   |      |       | 21.0  |      |      |      |      |      | 19.4 | 19.4 |
| Effective Green, g (s) |      | 7.2   |      |       | 21.0  |      |      |      |      |      | 19.4 | 19.4 |
| Actuated g/C Ratio     |      | 0.12  |      |       | 0.35  |      |      |      |      |      | 0.33 | 0.33 |
| Clearance Time (s)     |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Vehicle Extension (s)  |      | 3.0   |      |       | 3.0   |      |      |      |      |      | 3.0  | 3.0  |
| Lane Grp Cap (vph)     |      | 184   |      |       | 542   |      |      |      |      |      | 402  | 446  |
| v/s Ratio Prot         |      | c0.02 |      |       | c0.26 |      |      |      |      |      |      |      |
| v/s Ratio Perm         |      |       |      |       |       |      |      |      |      |      | 0.24 | 0.00 |
| v/c Ratio              |      | 0.20  |      |       | 0.75  |      |      |      |      |      | 0.72 | 0.01 |
| Uniform Delay, d1      |      | 23.6  |      |       | 17.0  |      |      |      |      |      | 17.7 | 13.6 |
| Progression Factor     |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Incremental Delay, d2  |      | 0.5   |      |       | 5.8   |      |      |      |      |      | 6.3  | 0.0  |
| Delay (s)              |      | 24.1  |      |       | 22.8  |      |      |      |      |      | 24.1 | 13.6 |
| Level of Service       |      | C     |      |       | C     |      |      |      |      |      | C    | B    |
| Approach Delay (s)     |      | 24.1  |      |       | 22.8  |      |      | 0.0  |      |      | 23.7 |      |
| Approach LOS           |      | C     |      |       | C     |      |      | A    |      |      | C    |      |

### Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 23.2  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.66  |                      |      |
| Actuated Cycle Length (s)         | 59.6  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 46.0% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
8: Capital Parks Drive & Hansen Road

Existing + Phase 1 - Mitigation B  
AM Peak Hour



| Movement               | EBL  | EBR   | NBL   | NBT  | SBT   | SBR  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 10   | 580   | 390   | 50   | 90    | 20   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frpb, ped/bikes        | 1.00 | 0.97  | 1.00  | 1.00 | 0.99  |      |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frt                    | 1.00 | 0.85  | 1.00  | 1.00 | 0.98  |      |
| Flt Protected          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (prot)      | 1770 | 1531  | 1770  | 1863 | 1806  |      |
| Flt Permitted          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (perm)      | 1770 | 1531  | 1770  | 1863 | 1806  |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 11   | 630   | 424   | 54   | 98    | 22   |
| RTOR Reduction (vph)   | 0    | 497   | 0     | 0    | 13    | 0    |
| Lane Group Flow (vph)  | 11   | 133   | 424   | 54   | 107   | 0    |
| Confl. Peds. (#/hr)    |      | 10    |       |      |       | 10   |
| Turn Type              |      | Perm  | Prot  |      |       |      |
| Protected Phases       | 4    |       | 5     | 2    | 6     |      |
| Permitted Phases       |      | 4     |       |      |       |      |
| Actuated Green, G (s)  | 9.5  | 9.5   | 16.3  | 27.5 | 7.2   |      |
| Effective Green, g (s) | 9.5  | 9.5   | 16.3  | 27.5 | 7.2   |      |
| Actuated g/C Ratio     | 0.21 | 0.21  | 0.36  | 0.61 | 0.16  |      |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 374  | 323   | 641   | 1139 | 289   |      |
| v/s Ratio Prot         | 0.01 |       | c0.24 | 0.03 | c0.06 |      |
| v/s Ratio Perm         |      | c0.09 |       |      |       |      |
| v/c Ratio              | 0.03 | 0.41  | 0.66  | 0.05 | 0.37  |      |
| Uniform Delay, d1      | 14.1 | 15.3  | 12.0  | 3.5  | 16.9  |      |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 0.0  | 0.9   | 2.6   | 0.0  | 0.8   |      |
| Delay (s)              | 14.1 | 16.2  | 14.6  | 3.5  | 17.7  |      |
| Level of Service       | B    | B     | B     | A    | B     |      |
| Approach Delay (s)     | 16.2 |       |       | 13.4 | 17.7  |      |
| Approach LOS           | B    |       |       | B    | B     |      |

**Intersection Summary**

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 15.2  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.53  |                      |      |
| Actuated Cycle Length (s)         | 45.0  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 52.0% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
9: New Schulte Road & Hansen Road

Existing + Phase 1 - Mitigation B  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|-------|------|------|
| Lane Configurations    |      |      |      |      |       |      |      |      |      |       |      |      |
| Volume (vph)           | 70   | 40   | 20   | 50   | 150   | 230  | 70   | 140  | 70   | 250   | 130  | 290  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      |
| Lane Util. Factor      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Frbp, ped/bikes        | 1.00 | 0.99 |      | 1.00 | 0.98  |      | 1.00 | 0.99 |      | 1.00  | 0.98 |      |
| Flpb, ped/bikes        | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Frt                    | 1.00 | 0.95 |      | 1.00 | 0.91  |      | 1.00 | 0.95 |      | 1.00  | 0.90 |      |
| Flt Protected          | 0.95 | 1.00 |      | 0.95 | 1.00  |      | 0.95 | 1.00 |      | 0.95  | 1.00 |      |
| Satd. Flow (prot)      | 1770 | 1750 |      | 1770 | 1663  |      | 1770 | 1753 |      | 1770  | 1637 |      |
| Flt Permitted          | 0.39 | 1.00 |      | 0.71 | 1.00  |      | 0.41 | 1.00 |      | 0.62  | 1.00 |      |
| Satd. Flow (perm)      | 727  | 1750 |      | 1331 | 1663  |      | 763  | 1753 |      | 1148  | 1637 |      |
| Peak-hour factor, PHF  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 76   | 43   | 22   | 54   | 163   | 250  | 76   | 152  | 76   | 272   | 141  | 315  |
| RTOR Reduction (vph)   | 0    | 15   | 0    | 0    | 85    | 0    | 0    | 41   | 0    | 0     | 177  | 0    |
| Lane Group Flow (vph)  | 76   | 50   | 0    | 54   | 328   | 0    | 76   | 187  | 0    | 272   | 279  | 0    |
| Confl. Peds. (#/hr)    |      |      | 10   |      |       | 10   |      |      | 10   |       |      | 10   |
| Turn Type              | Perm |      |      | Perm |       |      | Perm |      |      | Perm  |      |      |
| Protected Phases       |      | 4    |      |      | 8     |      |      | 2    |      |       | 6    |      |
| Permitted Phases       | 4    |      |      | 8    |       |      | 2    |      |      | 6     |      |      |
| Actuated Green, G (s)  | 12.1 | 12.1 |      | 12.1 | 12.1  |      | 15.6 | 15.6 |      | 15.6  | 15.6 |      |
| Effective Green, g (s) | 12.1 | 12.1 |      | 12.1 | 12.1  |      | 15.6 | 15.6 |      | 15.6  | 15.6 |      |
| Actuated g/C Ratio     | 0.34 | 0.34 |      | 0.34 | 0.34  |      | 0.44 | 0.44 |      | 0.44  | 0.44 |      |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0   |      | 3.0  | 3.0  |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     | 246  | 593  |      | 451  | 564   |      | 333  | 766  |      | 502   | 715  |      |
| v/s Ratio Prot         |      | 0.03 |      |      | c0.20 |      |      | 0.11 |      |       | 0.17 |      |
| v/s Ratio Perm         | 0.10 |      |      | 0.04 |       |      | 0.10 |      |      | c0.24 |      |      |
| v/c Ratio              | 0.31 | 0.09 |      | 0.12 | 0.58  |      | 0.23 | 0.24 |      | 0.54  | 0.39 |      |
| Uniform Delay, d1      | 8.7  | 8.0  |      | 8.1  | 9.7   |      | 6.3  | 6.3  |      | 7.4   | 6.8  |      |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  | 0.7  | 0.1  |      | 0.1  | 1.5   |      | 0.4  | 0.2  |      | 1.2   | 0.4  |      |
| Delay (s)              | 9.4  | 8.1  |      | 8.2  | 11.3  |      | 6.6  | 6.5  |      | 8.6   | 7.2  |      |
| Level of Service       | A    | A    |      | A    | B     |      | A    | A    |      | A     | A    |      |
| Approach Delay (s)     |      | 8.8  |      |      | 10.9  |      |      | 6.5  |      |       | 7.7  |      |
| Approach LOS           |      | A    |      |      | B     |      |      | A    |      |       | A    |      |























Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 8.5   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.56  |                      |     |
| Actuated Cycle Length (s)         | 35.7  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 69.1% | ICU Level of Service | C   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road































Existing + Phase 1 - Mitigation B  
 AM Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |  |  |  |  |  |  |   |  |  |   |
| Volume (vph)           | 570   | 140   | 20  | 0   | 480   | 340   | 20  | 0   | 10  | 120   | 0   | 190   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   |   |
| Lane Util. Factor      | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                    | 1.00  | 1.00  | 0.85  |   | 1.00  | 0.85  | 1.00  | 0.85  |   | 1.00  | 0.85  |   |
| Flt Protected          | 0.95  | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)      | 1770  | 1863  | 1583  |   | 1863  | 1583  | 1770  | 1583  |   | 1770  | 1583  |   |
| Flt Permitted          | 0.95  | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (perm)      | 1770  | 1863  | 1583  |   | 1863  | 1583  | 1770  | 1583  |   | 1770  | 1583  |   |
| Peak-hour factor, PHF  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  | 0.87  |
| Adj. Flow (vph)        | 655   | 161   | 23  | 0   | 552   | 391   | 23  | 0   | 11  | 138   | 0   | 218   |
| RTOR Reduction (vph)   | 0   | 0   | 6   | 0   | 0   | 258   | 0   | 10  | 0   | 0   | 189   | 0   |
| Lane Group Flow (vph)  | 655   | 161   | 17  | 0   | 552   | 133   | 23  | 1   | 0   | 138   | 29  | 0   |
| Turn Type              | Prot  |   | Perm  | Prot  |   | Perm  | Prot  |   |   | Prot  |   |   |
| Protected Phases       | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases       |   |   | 4   |   |   | 8   |   |   |   |   |   |   |
| Actuated Green, G (s)  | 44.2  | 87.7  | 87.7  |   | 39.5  | 39.5  | 4.4   | 7.3   |   | 13.2  | 16.1  |   |
| Effective Green, g (s) | 44.2  | 87.7  | 87.7  |   | 39.5  | 39.5  | 4.4   | 7.3   |   | 13.2  | 16.1  |   |
| Actuated g/C Ratio     | 0.37  | 0.73  | 0.73  |   | 0.33  | 0.33  | 0.04  | 0.06  |   | 0.11  | 0.13  |   |
| Clearance Time (s)     | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   |   |
| Vehicle Extension (s)  | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)     | 651   | 1359  | 1155  |   | 612   | 520   | 65  | 96  |   | 194   | 212   |   |
| v/s Ratio Prot         | c0.37   | 0.09  |   |   | c0.30   |   | 0.01  | 0.00  |   | c0.08   | c0.02   |   |
| v/s Ratio Perm         |   |   | 0.01  |   |   | 0.08  |   |   |   |   |   |   |
| v/c Ratio              | 1.01  | 0.12  | 0.01  |   | 0.90  | 0.25  | 0.35  | 0.01  |   | 0.71  | 0.14  |   |
| Uniform Delay, d1      | 38.0  | 4.8   | 4.4   |   | 38.5  | 29.6  | 56.5  | 53.0  |   | 51.7  | 45.9  |   |
| Progression Factor     | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2  | 36.8  | 0.0   | 0.0   |   | 16.5  | 0.3   | 3.3   | 0.0   |   | 11.6  | 0.3   |   |
| Delay (s)              | 74.8  | 4.8   | 4.4   |   | 55.0  | 29.8  | 59.8  | 53.1  |   | 63.3  | 46.2  |   |
| Level of Service       | E   | A   | A   |   | E   | C   | E   | D   |   | E   | D   |   |
| Approach Delay (s)     |   | 59.4  |   |   | 44.6  |   |   | 57.6  |   |   | 52.8  |   |
| Approach LOS           |   | E   |   |   | D   |   |   | E   |   |   | D   |   |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 51.9  | HCM Level of Service D    |
| HCM Volume to Capacity ratio      | 0.84  |                           |
| Actuated Cycle Length (s)         | 120.2 | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 83.5% | ICU Level of Service E    |
| Analysis Period (min)             | 15    |                           |
| c Critical Lane Group             |       |                           |

HCM Signalized Intersection Capacity Analysis  
17: 11th Street & Lammers Road

Existing + Phase 1 - Mitigation B  
AM Peak Hour

|                                   |    |    |  |  |    |   |   |    |  |    |  |  |
|-----------------------------------|---|---|---|---|---|--|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |    |  |  |    |  |   |   |  |   |  |  |
| Volume (vph)                      | 20  | 350   | 90  | 650   | 1340  | 80   | 120   | 140   | 460   | 50  | 120   | 80  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1  | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   |
| Lane Util. Factor                 | 0.97  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00   | 0.97  | 0.95  | 1.00  | 0.97  | 1.00  | 1.00  |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 0.98  | 1.00  | 1.00  | 1.00  |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85   | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 3433  | 5085  | 1583  | 1770  | 5085  | 1583   | 3433  | 3539  | 1549  | 3433  | 1863  | 1583  |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 3433  | 5085  | 1583  | 1770  | 5085  | 1583   | 3433  | 3539  | 1549  | 3433  | 1863  | 1583  |
| Peak-hour factor, PHF             | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86   | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  | 0.86  |
| Adj. Flow (vph)                   | 23  | 407   | 105   | 756   | 1558  | 93   | 140   | 163   | 535   | 58  | 140   | 93  |
| RTOR Reduction (vph)              | 0   | 0   | 90  | 0   | 0   | 36   | 0   | 0   | 466   | 0   | 0   | 81  |
| Lane Group Flow (vph)             | 23  | 407   | 15  | 756   | 1558  | 57   | 140   | 163   | 69  | 58  | 140   | 12  |
| Confl. Peds. (#/hr)               |   |   |   |   |   |  |   |   | 14  | 14  |   |   |
| Turn Type                         | Prot  |   | Perm  | Prot  |   | Perm   | Prot  |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  | 5   | 2   |   | 1   | 6   |  | 7   | 4   |   | 3   | 8   |   |
| Permitted Phases                  |   |   | 2   |   |   | 6  |   |   | 4   |   |   | 8   |
| Actuated Green, G (s)             | 3.8   | 12.7  | 12.7  | 33.8  | 42.7  | 42.7   | 9.4   | 11.8  | 11.8  | 9.8   | 12.2  | 12.2  |
| Effective Green, g (s)            | 3.8   | 12.7  | 12.7  | 33.8  | 42.7  | 42.7   | 9.4   | 11.8  | 11.8  | 9.8   | 12.2  | 12.2  |
| Actuated g/C Ratio                | 0.04  | 0.14  | 0.14  | 0.37  | 0.47  | 0.47   | 0.10  | 0.13  | 0.13  | 0.11  | 0.13  | 0.13  |
| Clearance Time (s)                | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1  | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 143   | 707   | 220   | 655   | 2378  | 740  | 353   | 457   | 200   | 368   | 249   | 212   |
| v/s Ratio Prot                    | 0.01  | 0.08  |   | c0.43   | c0.31   |  | c0.04   | 0.05  |   | 0.02  | c0.08   |   |
| v/s Ratio Perm                    |   |   | 0.01  |   |   | 0.04   |   |   | 0.04  |   |   | 0.01  |
| v/c Ratio                         | 0.16  | 0.58  | 0.07  | 1.15  | 0.66  | 0.08   | 0.40  | 0.36  | 0.35  | 0.16  | 0.56  | 0.06  |
| Uniform Delay, d1                 | 42.2  | 36.8  | 34.1  | 28.8  | 18.6  | 13.4   | 38.3  | 36.3  | 36.2  | 37.0  | 37.0  | 34.5  |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 0.5   | 1.1   | 0.1   | 86.0  | 0.7   | 0.0  | 0.7   | 0.5   | 1.0   | 0.2   | 2.9   | 0.1   |
| Delay (s)                         | 42.7  | 37.9  | 34.3  | 114.7   | 19.3  | 13.5   | 39.0  | 36.8  | 37.3  | 37.2  | 39.9  | 34.7  |
| Level of Service                  | D   | D   | C   | F   | B   | B  | D   | D   | D   | D   | D   | C   |
| Approach Delay (s)                |   | 37.4  |   |   | 49.1  |  |   | 37.5  |   |   | 37.7  |   |
| Approach LOS                      |   | D   |   |   | D   |  |   | D   |   |   | D   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |  |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 44.3  |   |   |  | HCM Level of Service  |   |   | D   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.88  |   |   |  |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 91.3  |   |   |  | Sum of lost time (s)  |   | 23.2  |   |   |   |
| Intersection Capacity Utilization |   |   | 78.9%   |   |   |  | ICU Level of Service  |   | D   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |  |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |  |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
 18: New Schulte Road & Lammers Road

Existing + Phase 1 - Mitigation B  
 AM Peak Hour



| Movement               | EBL   | EBR  | NBL   | NBT  | SBT   | SBR  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    |       |      |       |      |       |      |
| Volume (vph)           | 70    | 50   | 200   | 480  | 370   | 270  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00  | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770  | 1583 | 1770  | 1863 | 1863  | 1583 |
| Flt Permitted          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1770  | 1583 | 1770  | 1863 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 76    | 54   | 217   | 522  | 402   | 293  |
| RTOR Reduction (vph)   | 0     | 47   | 0     | 0    | 0     | 171  |
| Lane Group Flow (vph)  | 76    | 7    | 217   | 522  | 402   | 122  |
| Turn Type              |       | Perm | Prot  |      |       | Perm |
| Protected Phases       | 4     |      | 5     | 2    | 6     |      |
| Permitted Phases       |       | 4    |       |      |       | 6    |
| Actuated Green, G (s)  | 5.7   | 5.7  | 8.5   | 31.2 | 18.7  | 18.7 |
| Effective Green, g (s) | 5.7   | 5.7  | 8.5   | 31.2 | 18.7  | 18.7 |
| Actuated g/C Ratio     | 0.13  | 0.13 | 0.19  | 0.69 | 0.42  | 0.42 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 225   | 201  | 335   | 1295 | 776   | 659  |
| v/s Ratio Prot         | c0.04 |      | c0.12 | 0.28 | c0.22 |      |
| v/s Ratio Perm         |       | 0.00 |       |      |       | 0.08 |
| v/c Ratio              | 0.34  | 0.03 | 0.65  | 0.40 | 0.52  | 0.19 |
| Uniform Delay, d1      | 17.9  | 17.2 | 16.8  | 2.9  | 9.7   | 8.3  |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 0.9   | 0.1  | 4.3   | 0.2  | 0.6   | 0.1  |
| Delay (s)              | 18.8  | 17.3 | 21.1  | 3.1  | 10.3  | 8.4  |
| Level of Service       | B     | B    | C     | A    | B     | A    |
| Approach Delay (s)     | 18.1  |      |       | 8.4  | 9.5   |      |
| Approach LOS           | B     |      |       | A    | A     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 9.7   | HCM Level of Service | A    |
| HCM Volume to Capacity ratio      | 0.52  |                      |      |
| Actuated Cycle Length (s)         | 44.9  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 44.4% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing + Phase 1 - Mitigation B  
 AM Peak Hour













| Movement               | EBL   | EBR  | NBL   | NBT  | SBT   | SBR  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    |       |      |       |      |       |      |
| Volume (vph)           | 60    | 160  | 670   | 620  | 280   | 150  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00  | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770  | 1583 | 1770  | 1863 | 1863  | 1583 |
| Flt Permitted          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1770  | 1583 | 1770  | 1863 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.87  | 0.87 | 0.87  | 0.87 | 0.87  | 0.87 |
| Adj. Flow (vph)        | 69    | 184  | 770   | 713  | 322   | 172  |
| RTOR Reduction (vph)   | 0     | 164  | 0     | 0    | 0     | 132  |
| Lane Group Flow (vph)  | 69    | 20   | 770   | 713  | 322   | 40   |
| Turn Type              |       | Perm | Prot  |      |       | Perm |
| Protected Phases       | 4     |      | 5     | 2    | 6     |      |
| Permitted Phases       |       | 4    |       |      |       | 6    |
| Actuated Green, G (s)  | 8.8   | 8.8  | 40.3  | 63.0 | 18.7  | 18.7 |
| Effective Green, g (s) | 8.8   | 8.8  | 40.3  | 63.0 | 18.7  | 18.7 |
| Actuated g/C Ratio     | 0.11  | 0.11 | 0.51  | 0.79 | 0.23  | 0.23 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 195   | 175  | 894   | 1471 | 437   | 371  |
| v/s Ratio Prot         | c0.04 |      | c0.44 | 0.38 | c0.17 |      |
| v/s Ratio Perm         |       | 0.01 |       |      |       | 0.03 |
| v/c Ratio              | 0.35  | 0.12 | 0.86  | 0.48 | 0.74  | 0.11 |
| Uniform Delay, d1      | 32.9  | 32.0 | 17.3  | 2.9  | 28.3  | 24.0 |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.1   | 0.3  | 8.5   | 0.3  | 6.4   | 0.1  |
| Delay (s)              | 34.0  | 32.3 | 25.8  | 3.1  | 34.6  | 24.1 |
| Level of Service       | C     | C    | C     | A    | C     | C    |
| Approach Delay (s)     | 32.8  |      |       | 14.9 | 31.0  |      |
| Approach LOS           | C     |      |       | B    | C     |      |

**Intersection Summary**

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 20.5  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.76  |                      |      |
| Actuated Cycle Length (s)         | 79.8  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 65.2% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

Existing + Phase 1 - Mitigation B  
AM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement                          | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations               |  |   |  |   |  |  |
| Volume (vph)                      | 10  | 830   | 90  | 10  | 290   | 30  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   |   | 4.0   |   | 4.0   | 4.0   |
| Lane Util. Factor                 | 1.00  |   | 1.00  |   | 1.00  | 1.00  |
| Fr <sub>t</sub>                   | 0.87  |   | 0.99  |   | 1.00  | 1.00  |
| Fl <sub>t</sub> Protected         | 1.00  |   | 1.00  |   | 0.95  | 1.00  |
| Satd. Flow (prot)                 | 1613  |   | 1838  |   | 1770  | 1863  |
| Fl <sub>t</sub> Permitted         | 1.00  |   | 1.00  |   | 0.95  | 1.00  |
| Satd. Flow (perm)                 | 1613  |   | 1838  |   | 1770  | 1863  |
| Peak-hour factor, PHF             | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  | 0.88  |
| Adj. Flow (vph)                   | 11  | 943   | 102   | 11  | 330   | 34  |
| RTOR Reduction (vph)              | 584   | 0   | 6   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 370   | 0   | 107   | 0   | 330   | 34  |
| Turn Type                         |   |   |   |   | Prot  |   |
| Protected Phases                  | 8   |   | 2   |   | 1   | 6   |
| Permitted Phases                  |   |   |   |   |   |   |
| Actuated Green, G (s)             | 16.0  |   | 6.7   |   | 14.2  | 24.9  |
| Effective Green, g (s)            | 16.0  |   | 6.7   |   | 14.2  | 24.9  |
| Actuated g/C Ratio                | 0.33  |   | 0.14  |   | 0.29  | 0.51  |
| Clearance Time (s)                | 4.0   |   | 4.0   |   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   |   | 3.0   |   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 528   |   | 252   |   | 514   | 949   |
| v/s Ratio Prot                    | c0.23   |   | c0.06   |   | c0.19   | 0.02  |
| v/s Ratio Perm                    |   |   |   |   |   |   |
| v/c Ratio                         | 0.70  |   | 0.42  |   | 0.64  | 0.04  |
| Uniform Delay, d <sub>1</sub>     | 14.4  |   | 19.3  |   | 15.1  | 6.0   |
| Progression Factor                | 1.00  |   | 1.00  |   | 1.00  | 1.00  |
| Incremental Delay, d <sub>2</sub> | 4.2   |   | 1.2   |   | 2.7   | 0.0   |
| Delay (s)                         | 18.5  |   | 20.5  |   | 17.9  | 6.0   |
| Level of Service                  | B   |   | C   |   | B   | A   |
| Approach Delay (s)                | 18.5  |   | 20.5  |   |   | 16.8  |
| Approach LOS                      | B   |   | C   |   |   | B   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 18.2  |   | HCM Level of Service  | B   |
| HCM Volume to Capacity ratio      |   |   | 0.63  |   |   |   |
| Actuated Cycle Length (s)         |   |   | 48.9  |   | Sum of lost time (s)  | 12.0  |
| Intersection Capacity Utilization |   |   | 81.3%   |   | ICU Level of Service  | D   |
| Analysis Period (min)             |   |   | 15  |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |



HCM Signalized Intersection Capacity Analysis  
103: Road A & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
AM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|------|------|-------|-------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |      |      |       |       |      |      |       |      |
| Volume (vph)           | 60    | 0    | 50   | 20   | 0    | 50   | 150   | 450   | 40   | 110  | 1540  | 170  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |
| Frbp, ped/bikes        | 1.00  | 0.98 |      | 1.00 | 0.96 |      | 1.00  | 1.00  | 0.96 | 1.00 | 1.00  | 0.96 |
| Flpb, ped/bikes        | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 |      | 1.00 | 0.85 |      | 1.00  | 1.00  | 0.85 | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 |      | 0.95 | 1.00 |      | 0.95  | 1.00  | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770  | 1552 |      | 1770 | 1527 |      | 1770  | 3539  | 1517 | 1770 | 3539  | 1517 |
| Flt Permitted          | 0.72  | 1.00 |      | 0.72 | 1.00 |      | 0.95  | 1.00  | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1345  | 1552 |      | 1345 | 1527 |      | 1770  | 3539  | 1517 | 1770 | 3539  | 1517 |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92  | 0.92 | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 65    | 0    | 54   | 22   | 0    | 54   | 163   | 489   | 43   | 120  | 1674  | 185  |
| RTOR Reduction (vph)   | 0     | 46   | 0    | 0    | 46   | 0    | 0     | 0     | 18   | 0    | 0     | 58   |
| Lane Group Flow (vph)  | 65    | 8    | 0    | 22   | 8    | 0    | 163   | 489   | 25   | 120  | 1674  | 127  |
| Confl. Peds. (#/hr)    |       |      | 10   |      |      | 10   |       |       | 10   |      |       | 10   |
| Turn Type              | Perm  |      |      | Perm |      |      | Prot  |       | Perm | Prot |       | Perm |
| Protected Phases       |       | 4    |      |      | 8    |      | 5     | 2     |      | 1    | 6     |      |
| Permitted Phases       | 4     |      |      | 8    |      |      |       |       | 2    |      |       | 6    |
| Actuated Green, G (s)  | 11.0  | 11.0 |      | 11.0 | 11.0 |      | 11.2  | 43.4  | 43.4 | 8.6  | 40.8  | 40.8 |
| Effective Green, g (s) | 11.0  | 11.0 |      | 11.0 | 11.0 |      | 11.2  | 43.4  | 43.4 | 8.6  | 40.8  | 40.8 |
| Actuated g/C Ratio     | 0.15  | 0.15 |      | 0.15 | 0.15 |      | 0.15  | 0.58  | 0.58 | 0.11 | 0.54  | 0.54 |
| Clearance Time (s)     | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  |      | 3.0  | 3.0  |      | 3.0   | 3.0   | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 197   | 228  |      | 197  | 224  |      | 264   | 2048  | 878  | 203  | 1925  | 825  |
| v/s Ratio Prot         |       | 0.01 |      |      | 0.01 |      | c0.09 | c0.14 |      | 0.07 | c0.47 |      |
| v/s Ratio Perm         | c0.05 |      |      | 0.02 |      |      |       |       | 0.02 |      |       | 0.08 |
| v/c Ratio              | 0.33  | 0.03 |      | 0.11 | 0.04 |      | 0.62  | 0.24  | 0.03 | 0.59 | 0.87  | 0.15 |
| Uniform Delay, d1      | 28.7  | 27.4 |      | 27.8 | 27.4 |      | 29.9  | 7.7   | 6.8  | 31.5 | 14.8  | 8.5  |
| Progression Factor     | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.01  | 1.27  | 1.95 | 0.90 | 1.03  | 1.46 |
| Incremental Delay, d2  | 1.0   | 0.1  |      | 0.3  | 0.1  |      | 4.2   | 0.3   | 0.1  | 2.4  | 3.1   | 0.2  |
| Delay (s)              | 29.7  | 27.5 |      | 28.0 | 27.5 |      | 34.2  | 10.1  | 13.2 | 30.7 | 18.3  | 12.6 |
| Level of Service       | C     | C    |      | C    | C    |      | C     | B     | B    | C    | B     | B    |
| Approach Delay (s)     |       | 28.7 |      |      | 27.7 |      |       | 15.9  |      |      | 18.5  |      |
| Approach LOS           |       | C    |      |      | C    |      |       | B     |      |      | B     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 18.6  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.77  |                      |      |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 74.7% | ICU Level of Service | D    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR   |
|-----------------------------------|------|------|------|-------|------|------|-------|-------|------|------|------|-------|
| Lane Configurations               |      |      |      | ↔↔    | ↔    |      | ↔     | ↕↕    |      |      | ↕↕↕  | ↔     |
| Volume (vph)                      | 0    | 0    | 0    | 630   | 0    | 260  | 160   | 680   | 0    | 0    | 400  | 90    |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)               |      |      |      | 4.0   | 4.0  |      | 4.0   | 4.0   |      |      | 4.0  | 2.3   |
| Lane Util. Factor                 |      |      |      | 0.97  | 1.00 |      | 1.00  | 0.95  |      |      | 0.91 | 1.00  |
| Frbp, ped/bikes                   |      |      |      | 1.00  | 1.00 |      | 1.00  | 1.00  |      |      | 1.00 | 1.00  |
| Flpb, ped/bikes                   |      |      |      | 1.00  | 1.00 |      | 1.00  | 1.00  |      |      | 1.00 | 1.00  |
| Fr <sub>t</sub>                   |      |      |      | 1.00  | 0.85 |      | 1.00  | 1.00  |      |      | 1.00 | 0.85  |
| Fl <sub>t</sub> Protected         |      |      |      | 0.95  | 1.00 |      | 0.95  | 1.00  |      |      | 1.00 | 1.00  |
| Satd. Flow (prot)                 |      |      |      | 3045  | 1615 |      | 1641  | 3539  |      |      | 5136 | 1599  |
| Fl <sub>t</sub> Permitted         |      |      |      | 0.95  | 1.00 |      | 0.95  | 1.00  |      |      | 1.00 | 1.00  |
| Satd. Flow (perm)                 |      |      |      | 3045  | 1615 |      | 1641  | 3539  |      |      | 5136 | 1599  |
| Peak-hour factor, PHF             | 0.93 | 0.93 | 0.93 | 0.93  | 0.93 | 0.93 | 0.93  | 0.93  | 0.93 | 0.93 | 0.93 | 0.93  |
| Adj. Flow (vph)                   | 0    | 0    | 0    | 677   | 0    | 280  | 172   | 731   | 0    | 0    | 430  | 97    |
| RTOR Reduction (vph)              | 0    | 0    | 0    | 0     | 45   | 0    | 0     | 0     | 0    | 0    | 0    | 0     |
| Lane Group Flow (vph)             | 0    | 0    | 0    | 677   | 235  | 0    | 172   | 731   | 0    | 0    | 430  | 97    |
| Confl. Bikes (#/hr)               |      |      |      |       |      |      |       |       | 2    |      |      |       |
| Heavy Vehicles (%)                | 0%   | 0%   | 0%   | 15%   | 0%   | 0%   | 10%   | 2%    | 0%   | 0%   | 1%   | 1%    |
| Turn Type                         |      |      |      | Perm  |      |      | Prot  |       |      |      |      | Free  |
| Protected Phases                  |      |      |      |       | 8    |      | 5     | 2     |      |      | 6    |       |
| Permitted Phases                  |      |      |      | 8     |      |      |       |       |      |      |      | Free  |
| Actuated Green, G (s)             |      |      |      | 36.3  | 36.3 |      | 17.2  | 72.9  |      |      | 51.2 | 120.0 |
| Effective Green, g (s)            |      |      |      | 37.4  | 37.4 |      | 17.7  | 74.6  |      |      | 52.9 | 120.0 |
| Actuated g/C Ratio                |      |      |      | 0.31  | 0.31 |      | 0.15  | 0.62  |      |      | 0.44 | 1.00  |
| Clearance Time (s)                |      |      |      | 5.1   | 5.1  |      | 4.5   | 5.7   |      |      | 5.7  |       |
| Vehicle Extension (s)             |      |      |      | 3.0   | 3.0  |      | 3.0   | 3.0   |      |      | 3.0  |       |
| Lane Grp Cap (vph)                |      |      |      | 949   | 503  |      | 242   | 2200  |      |      | 2264 | 1599  |
| v/s Ratio Prot                    |      |      |      |       | 0.15 |      | c0.10 | c0.21 |      |      | 0.08 |       |
| v/s Ratio Perm                    |      |      |      | c0.22 |      |      |       |       |      |      |      | 0.06  |
| v/c Ratio                         |      |      |      | 0.71  | 0.47 |      | 0.71  | 0.33  |      |      | 0.19 | 0.06  |
| Uniform Delay, d <sub>1</sub>     |      |      |      | 36.6  | 33.3 |      | 48.7  | 10.8  |      |      | 20.5 | 0.0   |
| Progression Factor                |      |      |      | 1.00  | 1.00 |      | 1.34  | 0.81  |      |      | 1.00 | 1.00  |
| Incremental Delay, d <sub>2</sub> |      |      |      | 2.6   | 0.7  |      | 9.1   | 0.4   |      |      | 0.2  | 0.1   |
| Delay (s)                         |      |      |      | 39.1  | 33.9 |      | 74.6  | 9.2   |      |      | 20.7 | 0.1   |
| Level of Service                  |      |      |      | D     | C    |      | E     | A     |      |      | C    | A     |
| Approach Delay (s)                |      | 0.0  |      |       | 37.6 |      |       | 21.6  |      |      | 16.9 |       |
| Approach LOS                      |      | A    |      |       | D    |      |       | C     |      |      | B    |       |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 27.0  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.51  |                      |     |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 46.8% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
 PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|-------|------|------|------|
| Lane Configurations    | ↖    | ↖    | ↖    |      |      |      |      | ↑↑   | ↖     |      | ↑↑   |      |
| Volume (vph)           | 260  | 10   | 110  | 0    | 0    | 0    | 0    | 580  | 1530  | 0    | 820  | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  | 4.0   |      | 5.7  |      |
| Lane Util. Factor      | 0.95 | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00  |      | 0.95 |      |
| Frpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 0.99  |      | 1.00 |      |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Frt                    | 1.00 | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85  |      | 1.00 |      |
| Flt Protected          | 0.95 | 0.96 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (prot)      | 1715 | 1725 | 1495 |      |      |      |      | 3343 | 1450  |      | 3195 |      |
| Flt Permitted          | 0.95 | 0.96 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (perm)      | 1715 | 1725 | 1495 |      |      |      |      | 3343 | 1450  |      | 3195 |      |
| Peak-hour factor, PHF  | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87  | 0.87 | 0.87 | 0.87 |
| Adj. Flow (vph)        | 299  | 11   | 126  | 0    | 0    | 0    | 0    | 667  | 1759  | 0    | 943  | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 94   | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 155  | 155  | 32   | 0    | 0    | 0    | 0    | 667  | 1759  | 0    | 943  | 0    |
| Confl. Bikes (#/hr)    |      |      |      |      |      |      |      |      | 1     |      |      |      |
| Heavy Vehicles (%)     | 0%   | 0%   | 8%   | 0%   | 0%   | 0%   | 0%   | 8%   | 10%   | 0%   | 13%  | 0%   |
| Turn Type              | Perm |      | Perm |      |      |      |      |      | Free  |      |      |      |
| Protected Phases       |      | 4    |      |      |      |      |      | 2    |       |      | 6    |      |
| Permitted Phases       | 4    |      | 4    |      |      |      |      |      | Free  |      |      |      |
| Actuated Green, G (s)  | 11.1 | 11.1 | 11.1 |      |      |      |      | 38.1 | 60.0  |      | 38.1 |      |
| Effective Green, g (s) | 11.1 | 11.1 | 11.1 |      |      |      |      | 38.1 | 60.0  |      | 38.1 |      |
| Actuated g/C Ratio     | 0.18 | 0.18 | 0.18 |      |      |      |      | 0.64 | 1.00  |      | 0.64 |      |
| Clearance Time (s)     | 5.1  | 5.1  | 5.1  |      |      |      |      | 5.7  |       |      | 5.7  |      |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  |      |      |      |      | 3.0  |       |      | 3.0  |      |
| Lane Grp Cap (vph)     | 317  | 319  | 277  |      |      |      |      | 2123 | 1450  |      | 2029 |      |
| v/s Ratio Prot         |      |      |      |      |      |      |      | 0.20 |       |      | 0.30 |      |
| v/s Ratio Perm         | 0.09 | 0.09 | 0.02 |      |      |      |      |      | c1.21 |      |      |      |
| v/c Ratio              | 0.49 | 0.49 | 0.12 |      |      |      |      | 0.31 | 1.21  |      | 0.46 |      |
| Uniform Delay, d1      | 21.9 | 21.9 | 20.4 |      |      |      |      | 5.0  | 30.0  |      | 5.7  |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.09 | 1.00  |      | 0.53 |      |
| Incremental Delay, d2  | 1.2  | 1.2  | 0.2  |      |      |      |      | 0.1  | 98.3  |      | 0.7  |      |
| Delay (s)              | 23.1 | 23.1 | 20.6 |      |      |      |      | 5.6  | 128.3 |      | 3.7  |      |
| Level of Service       | C    | C    | C    |      |      |      |      | A    | F     |      | A    |      |
| Approach Delay (s)     |      | 22.4 |      |      | 0.0  |      |      | 94.5 |       |      | 3.7  |      |
| Approach LOS           |      | C    |      |      | A    |      |      | F    |       |      | A    |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 63.8  | HCM Level of Service | E   |
| HCM Volume to Capacity ratio      | 1.21  |                      |     |
| Actuated Cycle Length (s)         | 60.0  | Sum of lost time (s) | 0.0 |
| Intersection Capacity Utilization | 39.1% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

# HCM Signalized Intersection Capacity Analysis

## 3: Capital Parks Drive & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
PM Peak Hour



| Movement               | WBL  | WBR   | NBT   | NBR  | SBL   | SBT  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 50   | 780   | 1050  | 30   | 340   | 570  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00 | 0.88  | 0.95  | 1.00 | 0.97  | 0.95 |
| Frpb, ped/bikes        | 1.00 | 0.97  | 1.00  | 0.99 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 0.85  | 1.00  | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95 | 1.00  | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770 | 2707  | 3539  | 1561 | 3433  | 3539 |
| Flt Permitted          | 0.95 | 1.00  | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (perm)      | 1770 | 2707  | 3539  | 1561 | 3433  | 3539 |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 54   | 848   | 1141  | 33   | 370   | 620  |
| RTOR Reduction (vph)   | 0    | 376   | 0     | 15   | 0     | 0    |
| Lane Group Flow (vph)  | 54   | 472   | 1141  | 18   | 370   | 620  |
| Confl. Bikes (#/hr)    |      | 5     |       | 5    |       |      |
| Turn Type              |      | Perm  |       | Perm | Prot  |      |
| Protected Phases       | 8    |       | 2     |      | 1     | 6    |
| Permitted Phases       | 8    | 8     |       | 2    |       |      |
| Actuated Green, G (s)  | 25.5 | 25.5  | 66.9  | 66.9 | 15.6  | 86.5 |
| Effective Green, g (s) | 25.5 | 25.5  | 66.9  | 66.9 | 15.6  | 86.5 |
| Actuated g/C Ratio     | 0.21 | 0.21  | 0.56  | 0.56 | 0.13  | 0.72 |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 376  | 575   | 1973  | 870  | 446   | 2551 |
| v/s Ratio Prot         | 0.03 |       | c0.32 |      | c0.11 | 0.18 |
| v/s Ratio Perm         |      | c0.17 |       | 0.01 |       |      |
| v/c Ratio              | 0.14 | 0.82  | 0.58  | 0.02 | 0.83  | 0.24 |
| Uniform Delay, d1      | 38.4 | 45.1  | 17.3  | 11.9 | 50.9  | 5.7  |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 1.07  | 0.56 |
| Incremental Delay, d2  | 0.2  | 9.2   | 1.2   | 0.0  | 11.5  | 0.2  |
| Delay (s)              | 38.6 | 54.3  | 18.6  | 11.9 | 66.2  | 3.4  |
| Level of Service       | D    | D     | B     | B    | E     | A    |
| Approach Delay (s)     | 53.3 |       | 18.4  |      |       | 26.8 |
| Approach LOS           | D    |       | B     |      |       | C    |

### Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 31.4  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.67  |                      |      |
| Actuated Cycle Length (s)         | 120.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 63.0% | ICU Level of Service | B    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 5: Old Schulte Road & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|-------|-------|------|------|-------|------|-------|------|------|
| Lane Configurations    |      |      |      |       |       |      |      |       |      |       |      |      |
| Volume (vph)           | 60   | 40   | 100  | 490   | 30    | 610  | 60   | 200   | 410  | 390   | 200  | 20   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5  | 7.5   | 7.5  | 7.5   | 7.5  | 7.5  |
| Lane Util. Factor      | 1.00 | 0.95 | 1.00 | 0.97  | 1.00  |      | 1.00 | 0.95  | 1.00 | 0.97  | 0.95 | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00  | 0.86  |      | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1597 | 3505 | 1553 | 2779  | 1409  |      | 1612 | 3471  | 1509 | 3072  | 3139 | 1077 |
| Flt Permitted          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 1597 | 3505 | 1553 | 2779  | 1409  |      | 1612 | 3471  | 1509 | 3072  | 3139 | 1077 |
| Peak-hour factor, PHF  | 0.85 | 0.85 | 0.85 | 0.85  | 0.85  | 0.85 | 0.85 | 0.85  | 0.85 | 0.85  | 0.85 | 0.85 |
| Adj. Flow (vph)        | 71   | 47   | 118  | 576   | 35    | 718  | 71   | 235   | 482  | 459   | 235  | 24   |
| RTOR Reduction (vph)   | 0    | 0    | 109  | 0     | 283   | 0    | 0    | 0     | 425  | 0     | 0    | 18   |
| Lane Group Flow (vph)  | 71   | 47   | 9    | 576   | 470   | 0    | 71   | 235   | 57   | 459   | 235  | 6    |
| Heavy Vehicles (%)     | 13%  | 3%   | 4%   | 26%   | 6%    | 16%  | 12%  | 4%    | 7%   | 14%   | 15%  | 50%  |
| Turn Type              | Prot |      | Perm | Prot  |       |      | Prot |       | Perm | Prot  |      | Perm |
| Protected Phases       | 7    | 4    |      | 3     | 8     |      | 5    | 2     |      | 1     | 6    |      |
| Permitted Phases       |      |      | 4    |       |       |      |      |       | 2    |       |      | 6    |
| Actuated Green, G (s)  | 12.0 | 10.4 | 10.4 | 57.0  | 55.4  |      | 11.9 | 17.0  | 17.0 | 28.2  | 33.3 | 33.3 |
| Effective Green, g (s) | 12.0 | 10.4 | 10.4 | 57.0  | 55.4  |      | 11.9 | 17.0  | 17.0 | 28.2  | 33.3 | 33.3 |
| Actuated g/C Ratio     | 0.08 | 0.07 | 0.07 | 0.40  | 0.39  |      | 0.08 | 0.12  | 0.12 | 0.20  | 0.23 | 0.23 |
| Clearance Time (s)     | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5  | 7.5   | 7.5  | 7.5   | 7.5  | 7.5  |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   |      | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 134  | 256  | 113  | 1111  | 547   |      | 135  | 414   | 180  | 608   | 733  | 252  |
| v/s Ratio Prot         | 0.04 | 0.01 |      | c0.21 | c0.33 |      | 0.04 | c0.07 |      | c0.15 | 0.07 |      |
| v/s Ratio Perm         |      |      | 0.01 |       |       |      |      |       | 0.04 |       |      | 0.01 |
| v/c Ratio              | 0.53 | 0.18 | 0.08 | 0.52  | 0.86  |      | 0.53 | 0.57  | 0.32 | 0.75  | 0.32 | 0.02 |
| Uniform Delay, d1      | 62.6 | 62.1 | 61.6 | 32.4  | 40.0  |      | 62.6 | 59.3  | 57.5 | 53.9  | 45.3 | 42.1 |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2  | 3.7  | 0.3  | 0.3  | 0.4   | 13.0  |      | 3.7  | 1.8   | 1.0  | 5.3   | 0.3  | 0.0  |
| Delay (s)              | 66.3 | 62.5 | 61.9 | 32.8  | 53.1  |      | 66.3 | 61.1  | 58.5 | 59.2  | 45.5 | 42.1 |
| Level of Service       | E    | E    | E    | C     | D     |      | E    | E     | E    | E     | D    | D    |
| Approach Delay (s)     |      | 63.4 |      |       | 44.3  |      |      | 60.0  |      |       | 54.2 |      |
| Approach LOS           |      | E    |      |       | D     |      |      | E     |      |       | D    |      |


















### Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 52.1  | HCM Level of Service | D    |
| HCM Volume to Capacity ratio      | 0.72  |                      |      |
| Actuated Cycle Length (s)         | 142.6 | Sum of lost time (s) | 22.5 |
| Intersection Capacity Utilization | 87.1% | ICU Level of Service | E    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

Existing + Phase 1 - Mitigation B  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |
| Volume (veh/h)                    | 10  | 450   | 0   | 0   | 500   | 290   | 10   | 0   | 220   | 0   | 0   | 0   |
| Sign Control                      |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| 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  |
| Hourly flow rate (vph)            | 11  | 484   | 0   | 0   | 538   | 312   | 11   | 0   | 237   | 0   | 0   | 0   |
| Pedestrians                       |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Width (ft)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| Walking Speed (ft/s)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Percent Blockage                  |   |   |   |   |   |   |  |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   | 3   |   |   |   |
| Median type                       |   | None  |   |   | None  |   |  |   |   |   |   |   |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Upstream signal (ft)              |   | 436   |   |   | 1190  |   |  |   |   |   |   |   |
| pX, platoon unblocked             | 0.99  |   |   |   |   |   | 0.99   | 0.99  |   | 0.99  | 0.99  | 0.99  |
| vC, conflicting volume            | 538   |   |   | 484   |   |   | 1043   | 1043  | 484   | 1043  | 1043  | 538   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vCu, unblocked vol                | 528   |   |   | 484   |   |   | 1038   | 1038  | 484   | 1038  | 1038  | 528   |
| tC, single (s)                    | 4.1   |   |   | 4.1   |   |   | 7.1  | 6.5   | 6.3   | 7.1   | 6.5   | 6.2   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| tF (s)                            | 2.2   |   |   | 2.2   |   |   | 3.5  | 4.0   | 3.4   | 3.5   | 4.0   | 3.3   |
| p0 queue free %                   | 99  |   |   | 100   |   |   | 95   | 100   | 58  | 100   | 100   | 100   |
| cM capacity (veh/h)               | 1039  |   |   | 1089  |   |   | 207  | 228   | 567   | 121   | 228   | 549   |
| <b>Direction, Lane #</b>          | <b>EB 1</b>   | <b>WB 1</b>   | <b>WB 2</b>   | <b>NB 1</b>   |   |   |  |   |   |   |   |   |
| Volume Total                      | 495   | 538   | 312   | 247   |   |   |  |   |   |   |   |   |
| Volume Left                       | 11  | 0   | 0   | 11  |   |   |  |   |   |   |   |   |
| Volume Right                      | 0   | 0   | 312   | 237   |   |   |  |   |   |   |   |   |
| cSH                               | 1039  | 1700  | 1700  | 593   |   |   |  |   |   |   |   |   |
| Volume to Capacity                | 0.01  | 0.32  | 0.18  | 0.42  |   |   |  |   |   |   |   |   |
| Queue Length 95th (ft)            | 1   | 0   | 0   | 51  |   |   |  |   |   |   |   |   |
| Control Delay (s)                 | 0.3   | 0.0   | 0.0   | 16.1  |   |   |  |   |   |   |   |   |
| Lane LOS                          | A   |   |   | C   |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 0.3   | 0.0   |   | 16.1  |   |   |  |   |   |   |   |   |
| Approach LOS                      |   |   |   | C   |   |   |  |   |   |   |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| Average Delay                     |   |   | 2.6   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 55.5%   |   | ICU Level of Service  |   |  |   | B   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
7: Mountain House Parkway & I-580 EB Off-Ramp

Existing + Phase 1 - Mitigation B  
PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|-------|-------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔     |      |       | ↔     |      |      |      |      |      | ↔    | ↔    |
| Volume (vph)           | 0    | 190   | 140  | 480   | 20    | 0    | 0    | 0    | 0    | 270  | 0    | 70   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Lane Util. Factor      |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Frt                    |      | 0.94  |      |       | 1.00  |      |      |      |      |      | 1.00 | 0.85 |
| Flt Protected          |      | 1.00  |      |       | 0.95  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (prot)      |      | 1773  |      |       | 1654  |      |      |      |      |      | 1656 | 1615 |
| Flt Permitted          |      | 1.00  |      |       | 0.95  |      |      |      |      |      | 0.95 | 1.00 |
| Satd. Flow (perm)      |      | 1773  |      |       | 1654  |      |      |      |      |      | 1656 | 1615 |
| Peak-hour factor, PHF  | 0.91 | 0.91  | 0.91 | 0.91  | 0.91  | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph)        | 0    | 209   | 154  | 527   | 22    | 0    | 0    | 0    | 0    | 297  | 0    | 77   |
| RTOR Reduction (vph)   | 0    | 33    | 0    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 40   |
| Lane Group Flow (vph)  | 0    | 330   | 0    | 0     | 549   | 0    | 0    | 0    | 0    | 0    | 297  | 37   |
| Heavy Vehicles (%)     | 0%   | 1%    | 1%   | 10%   | 0%    | 0%   | 0%   | 0%   | 0%   | 9%   | 25%  | 0%   |
| Turn Type              |      |       |      | Split |       |      |      |      |      | Perm |      | Perm |
| Protected Phases       |      | 2     |      | 6     | 6     |      |      |      |      |      | 4    |      |
| Permitted Phases       |      |       |      |       |       |      |      |      |      | 4    |      | 4    |
| Actuated Green, G (s)  |      | 16.6  |      |       | 27.5  |      |      |      |      |      | 16.7 | 16.7 |
| Effective Green, g (s) |      | 16.6  |      |       | 27.5  |      |      |      |      |      | 16.7 | 16.7 |
| Actuated g/C Ratio     |      | 0.23  |      |       | 0.38  |      |      |      |      |      | 0.23 | 0.23 |
| Clearance Time (s)     |      | 4.0   |      |       | 4.0   |      |      |      |      |      | 4.0  | 4.0  |
| Vehicle Extension (s)  |      | 3.0   |      |       | 3.0   |      |      |      |      |      | 3.0  | 3.0  |
| Lane Grp Cap (vph)     |      | 404   |      |       | 625   |      |      |      |      |      | 380  | 370  |
| v/s Ratio Prot         |      | c0.19 |      |       | c0.33 |      |      |      |      |      |      |      |
| v/s Ratio Perm         |      |       |      |       |       |      |      |      |      |      | 0.18 | 0.02 |
| v/c Ratio              |      | 0.82  |      |       | 0.88  |      |      |      |      |      | 0.78 | 0.10 |
| Uniform Delay, d1      |      | 26.7  |      |       | 21.1  |      |      |      |      |      | 26.3 | 22.1 |
| Progression Factor     |      | 1.00  |      |       | 1.00  |      |      |      |      |      | 1.00 | 1.00 |
| Incremental Delay, d2  |      | 12.0  |      |       | 13.3  |      |      |      |      |      | 10.0 | 0.1  |
| Delay (s)              |      | 38.7  |      |       | 34.4  |      |      |      |      |      | 36.4 | 22.2 |
| Level of Service       |      | D     |      |       | C     |      |      |      |      |      | D    | C    |
| Approach Delay (s)     |      | 38.7  |      |       | 34.4  |      |      | 0.0  |      |      | 33.5 |      |
| Approach LOS           |      | D     |      |       | C     |      |      | A    |      |      | C    |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 35.3  | HCM Level of Service | D    |
| HCM Volume to Capacity ratio      | 0.83  |                      |      |
| Actuated Cycle Length (s)         | 72.8  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 71.1% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 8: Capital Parks Drive & Hansen Road

Existing + Phase 1 - Mitigation B  
PM Peak Hour



| Movement               | EBL  | EBR   | NBL   | NBT  | SBT   | SBR  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 30   | 500   | 670   | 100  | 50    | 20   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frpb, ped/bikes        | 1.00 | 0.97  | 1.00  | 1.00 | 0.99  |      |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Frt                    | 1.00 | 0.85  | 1.00  | 1.00 | 0.96  |      |
| Flt Protected          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (prot)      | 1770 | 1540  | 1770  | 1863 | 1776  |      |
| Flt Permitted          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  |      |
| Satd. Flow (perm)      | 1770 | 1540  | 1770  | 1863 | 1776  |      |
| Peak-hour factor, PHF  | 0.92 | 0.92  | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 33   | 543   | 728   | 109  | 54    | 22   |
| RTOR Reduction (vph)   | 0    | 451   | 0     | 0    | 20    | 0    |
| Lane Group Flow (vph)  | 33   | 92    | 728   | 109  | 56    | 0    |
| Confl. Peds. (#/hr)    |      | 5     |       |      |       | 5    |
| Turn Type              |      | Perm  | Prot  |      |       |      |
| Protected Phases       | 4    |       | 5     | 2    | 6     |      |
| Permitted Phases       |      | 4     |       |      |       |      |
| Actuated Green, G (s)  | 8.7  | 8.7   | 25.4  | 34.7 | 5.3   |      |
| Effective Green, g (s) | 8.7  | 8.7   | 25.4  | 34.7 | 5.3   |      |
| Actuated g/C Ratio     | 0.17 | 0.17  | 0.49  | 0.68 | 0.10  |      |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 300  | 261   | 875   | 1258 | 183   |      |
| v/s Ratio Prot         | 0.02 |       | c0.41 | 0.06 | c0.03 |      |
| v/s Ratio Perm         |      | c0.06 |       |      |       |      |
| v/c Ratio              | 0.11 | 0.35  | 0.83  | 0.09 | 0.31  |      |
| Uniform Delay, d1      | 18.1 | 18.9  | 11.2  | 2.9  | 21.4  |      |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 0.2  | 0.8   | 6.8   | 0.0  | 1.0   |      |
| Delay (s)              | 18.2 | 19.7  | 18.0  | 2.9  | 22.3  |      |
| Level of Service       | B    | B     | B     | A    | C     |      |
| Approach Delay (s)     | 19.6 |       |       | 16.0 | 22.3  |      |
| Approach LOS           | B    |       |       | B    | C     |      |

### Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 17.7  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.66  |                      |      |
| Actuated Cycle Length (s)         | 51.4  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 55.4% | ICU Level of Service | B    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
9: New Schulte Road & Hansen Road

Existing + Phase 1 - Mitigation B  
PM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations    |       |      |      |      |      |      |      |      |      |       |      |      |
| Volume (vph)           | 290   | 150  | 70   | 80   | 40   | 350  | 20   | 130  | 50   | 320   | 150  | 80   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      |
| Lane Util. Factor      | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Frbp, ped/bikes        | 1.00  | 0.99 |      | 1.00 | 0.98 |      | 1.00 | 0.99 |      | 1.00  | 0.99 |      |
| Flpb, ped/bikes        | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Frt                    | 1.00  | 0.95 |      | 1.00 | 0.87 |      | 1.00 | 0.96 |      | 1.00  | 0.95 |      |
| Flt Protected          | 0.95  | 1.00 |      | 0.95 | 1.00 |      | 0.95 | 1.00 |      | 0.95  | 1.00 |      |
| Satd. Flow (prot)      | 1770  | 1758 |      | 1770 | 1572 |      | 1770 | 1772 |      | 1770  | 1749 |      |
| Flt Permitted          | 0.42  | 1.00 |      | 0.60 | 1.00 |      | 0.57 | 1.00 |      | 0.64  | 1.00 |      |
| Satd. Flow (perm)      | 784   | 1758 |      | 1126 | 1572 |      | 1055 | 1772 |      | 1183  | 1749 |      |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92  | 0.92 | 0.92 |
| Adj. Flow (vph)        | 315   | 163  | 76   | 87   | 43   | 380  | 22   | 141  | 54   | 348   | 163  | 87   |
| RTOR Reduction (vph)   | 0     | 25   | 0    | 0    | 202  | 0    | 0    | 27   | 0    | 0     | 37   | 0    |
| Lane Group Flow (vph)  | 315   | 214  | 0    | 87   | 221  | 0    | 22   | 168  | 0    | 348   | 213  | 0    |
| Confl. Peds. (#/hr)    |       |      | 5    |      |      | 5    |      |      | 5    |       |      | 5    |
| Turn Type              | Perm  |      |      | Perm |      |      | Perm |      |      | Perm  |      | Perm |
| Protected Phases       |       | 4    |      |      | 8    |      |      | 2    |      |       | 6    |      |
| Permitted Phases       | 4     |      |      | 8    |      |      | 2    |      |      | 6     |      |      |
| Actuated Green, G (s)  | 24.4  | 24.4 |      | 24.4 | 24.4 |      | 19.6 | 19.6 |      | 19.6  | 19.6 |      |
| Effective Green, g (s) | 24.4  | 24.4 |      | 24.4 | 24.4 |      | 19.6 | 19.6 |      | 19.6  | 19.6 |      |
| Actuated g/C Ratio     | 0.47  | 0.47 |      | 0.47 | 0.47 |      | 0.38 | 0.38 |      | 0.38  | 0.38 |      |
| Clearance Time (s)     | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      |
| Vehicle Extension (s)  | 3.0   | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0  |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     | 368   | 825  |      | 528  | 738  |      | 398  | 668  |      | 446   | 659  |      |
| v/s Ratio Prot         |       | 0.12 |      |      | 0.14 |      |      | 0.09 |      |       | 0.12 |      |
| v/s Ratio Perm         | c0.40 |      |      | 0.08 |      |      | 0.02 |      |      | c0.29 |      |      |
| v/c Ratio              | 0.86  | 0.26 |      | 0.16 | 0.30 |      | 0.06 | 0.25 |      | 0.78  | 0.32 |      |
| Uniform Delay, d1      | 12.2  | 8.3  |      | 7.9  | 8.5  |      | 10.3 | 11.2 |      | 14.3  | 11.5 |      |
| Progression Factor     | 1.00  | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  | 17.4  | 0.2  |      | 0.1  | 0.2  |      | 0.1  | 0.2  |      | 8.6   | 0.3  |      |
| Delay (s)              | 29.7  | 8.5  |      | 8.1  | 8.8  |      | 10.4 | 11.4 |      | 22.9  | 11.8 |      |
| Level of Service       | C     | A    |      | A    | A    |      | B    | B    |      | C     | B    |      |
| Approach Delay (s)     |       | 20.5 |      |      | 8.6  |      |      | 11.3 |      |       | 18.2 |      |
| Approach LOS           |       | C    |      |      | A    |      |      | B    |      |       | B    |      |























Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 15.5  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.82  |                      |     |
| Actuated Cycle Length (s)         | 52.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 82.5% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group


































HCM Signalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

Existing + Phase 1 - Mitigation B  
 PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |  |  |  |  |  |  |   |  |  |   |
| Volume (vph)                      | 210   | 630   | 40  | 10  | 250   | 120   | 80  | 20  | 20  | 320   | 20  | 580   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   |   |
| Lane Util. Factor                 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 0.93  |   | 1.00  | 0.86  |   |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (prot)                 | 1770  | 1863  | 1583  | 1770  | 1863  | 1583  | 1770  | 1723  |   | 1770  | 1593  |   |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  |   |
| Satd. Flow (perm)                 | 1770  | 1863  | 1583  | 1770  | 1863  | 1583  | 1770  | 1723  |   | 1770  | 1593  |   |
| Peak-hour factor, PHF             | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  | 0.85  |
| Adj. Flow (vph)                   | 247   | 741   | 47  | 12  | 294   | 141   | 94  | 24  | 24  | 376   | 24  | 682   |
| RTOR Reduction (vph)              | 0   | 0   | 22  | 0   | 0   | 101   | 0   | 22  | 0   | 0   | 399   | 0   |
| Lane Group Flow (vph)             | 247   | 741   | 25  | 12  | 294   | 40  | 94  | 26  | 0   | 376   | 307   | 0   |
| Turn Type                         | Prot  |   | Perm  | Prot  |   | Perm  | Prot  |   |   | Prot  |   |   |
| Protected Phases                  | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases                  |   |   | 4   |   |   | 8   |   |   |   |   |   |   |
| Actuated Green, G (s)             | 17.1  | 42.6  | 42.6  | 1.0   | 26.5  | 26.5  | 10.4  | 9.6   |   | 23.9  | 23.1  |   |
| Effective Green, g (s)            | 17.1  | 42.6  | 42.6  | 1.0   | 26.5  | 26.5  | 10.4  | 9.6   |   | 23.9  | 23.1  |   |
| Actuated g/C Ratio                | 0.18  | 0.46  | 0.46  | 0.01  | 0.28  | 0.28  | 0.11  | 0.10  |   | 0.26  | 0.25  |   |
| Clearance Time (s)                | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   |   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)                | 325   | 852   | 724   | 19  | 530   | 451   | 198   | 178   |   | 454   | 395   |   |
| v/s Ratio Prot                    | c0.14   | c0.40   |   | 0.01  | 0.16  |   | 0.05  | 0.02  |   | c0.21   | c0.19   |   |
| v/s Ratio Perm                    |   |   | 0.02  |   |   | 0.03  |   |   |   |   |   |   |
| v/c Ratio                         | 0.76  | 0.87  | 0.03  | 0.63  | 0.55  | 0.09  | 0.47  | 0.15  |   | 0.83  | 0.78  |   |
| Uniform Delay, d1                 | 36.1  | 22.7  | 13.9  | 45.9  | 28.3  | 24.4  | 38.8  | 38.0  |   | 32.7  | 32.6  |   |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  |   |
| Incremental Delay, d2             | 10.0  | 9.4   | 0.0   | 52.7  | 1.3   | 0.1   | 1.8   | 0.4   |   | 11.8  | 9.3   |   |
| Delay (s)                         | 46.1  | 32.2  | 13.9  | 98.6  | 29.5  | 24.5  | 40.6  | 38.4  |   | 44.5  | 41.9  |   |
| Level of Service                  | D   | C   | B   | F   | C   | C   | D   | D   |   | D   | D   |   |
| Approach Delay (s)                |   | 34.7  |   |   | 29.8  |   |   | 39.8  |   |   | 42.8  |   |
| Approach LOS                      |   | C   |   |   | C   |   |   | D   |   |   | D   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 37.4  |   |   |   | HCM Level of Service  |   |   | D   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.84  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 93.1  |   |   |   | Sum of lost time (s)  |   |   | 12.0  |   |   |
| Intersection Capacity Utilization |   |   | 91.2%   |   |   |   | ICU Level of Service  |   |   | F   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c                                 | Critical Lane Group   |   |   |   |   |   |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
 17: 11th Street & Lammers Road

Existing + Phase 1 - Mitigation B  
 PM Peak Hour

|                        |    |    |  |  |    |  |    |    |  |    |    |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |   |    |  |  |    |  |   |   |  |   |   |  |
| Volume (vph)           | 120   | 1590  | 90  | 270   | 600   | 80  | 40   | 100   | 600   | 60  | 120   | 30  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   | 5.5  | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   |
| Lane Util. Factor      | 0.97  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  | 0.97   | 0.95  | 1.00  | 0.97  | 1.00  | 1.00  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00   | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 3433   | 3539  | 1583  | 3433  | 1863  | 1583  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  | 3433   | 3539  | 1583  | 3433  | 1863  | 1583  |
| Peak-hour factor, PHF  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  | 0.89   | 0.89  | 0.89  | 0.89  | 0.89  | 0.89  |
| Adj. Flow (vph)        | 135   | 1787  | 101   | 303   | 674   | 90  | 45   | 112   | 674   | 67  | 135   | 34  |
| RTOR Reduction (vph)   | 0   | 0   | 60  | 0   | 0   | 74  | 0  | 0   | 190   | 0   | 0   | 28  |
| Lane Group Flow (vph)  | 135   | 1787  | 41  | 303   | 674   | 16  | 45   | 112   | 484   | 67  | 135   | 6   |
| Turn Type              | Prot  |   | Perm  | Prot  |   | Perm  | Prot   |   | Perm  | Prot  |   | Perm  |
| Protected Phases       | 5   | 2   |   | 1   | 6   |   | 7  | 4   |   | 3   | 8   |   |
| Permitted Phases       |   |   | 2   |   |   | 6   |  |   | 4   |   |   | 8   |
| Actuated Green, G (s)  | 45.5  | 48.5  | 48.5  | 22.5  | 25.5  | 25.5  | 23.2   | 40.0  | 40.0  | 7.1   | 23.9  | 23.9  |
| Effective Green, g (s) | 45.5  | 48.5  | 48.5  | 22.5  | 25.5  | 25.5  | 23.2   | 40.0  | 40.0  | 7.1   | 23.9  | 23.9  |
| Actuated g/C Ratio     | 0.32  | 0.34  | 0.34  | 0.16  | 0.18  | 0.18  | 0.16   | 0.28  | 0.28  | 0.05  | 0.17  | 0.17  |
| Clearance Time (s)     | 5.5   | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   | 5.5  | 6.1   | 6.1   | 5.5   | 6.1   | 6.1   |
| Vehicle Extension (s)  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 1105  | 1745  | 543   | 282   | 918   | 286   | 564  | 1002  | 448   | 173   | 315   | 268   |
| v/s Ratio Prot         | 0.04  | c0.35   |   | c0.17   | 0.13  |   | 0.01   | 0.03  |   | c0.02   | 0.07  |   |
| v/s Ratio Perm         |   |   | 0.03  |   |   | 0.01  |  |   | c0.31   |   |   | 0.00  |
| v/c Ratio              | 0.12  | 1.02  | 0.08  | 1.07  | 0.73  | 0.06  | 0.08   | 0.11  | 1.08  | 0.39  | 0.43  | 0.02  |
| Uniform Delay, d1      | 33.8  | 46.4  | 31.3  | 59.4  | 54.7  | 47.9  | 50.0   | 37.5  | 50.7  | 65.0  | 52.6  | 48.9  |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.0   | 27.9  | 0.1   | 74.8  | 3.1   | 0.1   | 0.1  | 0.0   | 65.8  | 1.4   | 0.9   | 0.0   |
| Delay (s)              | 33.9  | 74.3  | 31.3  | 134.2   | 57.8  | 48.0  | 50.1   | 37.5  | 116.5   | 66.4  | 53.5  | 49.0  |
| Level of Service       | C   | E   | C   | F   | E   | D   | D  | D   | F   | E   | D   | D   |
| Approach Delay (s)     |   | 69.4  |   |   | 78.6  |   |  | 102.3   |   |   | 56.5  |   |
| Approach LOS           |   | E   |   |   | E   |   |  | F   |   |   | E   |   |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 77.6  | HCM Level of Service E    |
| HCM Volume to Capacity ratio      | 1.01  |                           |
| Actuated Cycle Length (s)         | 141.3 | Sum of lost time (s) 23.2 |
| Intersection Capacity Utilization | 87.6% | ICU Level of Service E    |
| Analysis Period (min)             | 15    |                           |
| c Critical Lane Group             |       |                           |

HCM Signalized Intersection Capacity Analysis  
18: Schulte Road & Lammers Road

Existing + Phase 1 - Mitigation B  
PM Peak Hour



| Movement               | EBL   | EBR  | NBL   | NBT  | SBT   | SBR  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    |       |      |       |      |       |      |
| Volume (vph)           | 320   | 230  | 100   | 280  | 260   | 140  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00  | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770  | 1583 | 1770  | 1863 | 1863  | 1583 |
| Flt Permitted          | 0.95  | 1.00 | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1770  | 1583 | 1770  | 1863 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.92  | 0.92 | 0.92  | 0.92 | 0.92  | 0.92 |
| Adj. Flow (vph)        | 348   | 250  | 109   | 304  | 283   | 152  |
| RTOR Reduction (vph)   | 0     | 167  | 0     | 0    | 0     | 107  |
| Lane Group Flow (vph)  | 348   | 83   | 109   | 304  | 283   | 45   |
| Turn Type              |       | Perm | Prot  |      |       | Perm |
| Protected Phases       | 4     |      | 5     | 2    | 6     |      |
| Permitted Phases       |       | 4    |       |      |       | 6    |
| Actuated Green, G (s)  | 14.7  | 14.7 | 4.5   | 21.6 | 13.1  | 13.1 |
| Effective Green, g (s) | 14.7  | 14.7 | 4.5   | 21.6 | 13.1  | 13.1 |
| Actuated g/C Ratio     | 0.33  | 0.33 | 0.10  | 0.49 | 0.30  | 0.30 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 587   | 525  | 180   | 908  | 551   | 468  |
| v/s Ratio Prot         | c0.20 |      | c0.06 | 0.16 | c0.15 |      |
| v/s Ratio Perm         |       | 0.05 |       |      |       | 0.03 |
| v/c Ratio              | 0.59  | 0.16 | 0.61  | 0.33 | 0.51  | 0.10 |
| Uniform Delay, d1      | 12.3  | 10.4 | 19.1  | 7.0  | 13.0  | 11.3 |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.6   | 0.1  | 5.7   | 0.2  | 0.8   | 0.1  |
| Delay (s)              | 13.9  | 10.6 | 24.7  | 7.2  | 13.8  | 11.4 |
| Level of Service       | B     | B    | C     | A    | B     | B    |
| Approach Delay (s)     | 12.5  |      |       | 11.8 | 12.9  |      |
| Approach LOS           | B     |      |       | B    | B     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 12.4  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.56  |                      |      |
| Actuated Cycle Length (s)         | 44.3  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 47.0% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

Existing + Phase 1 - Mitigation B  
 PM Peak Hour













| Movement               | EBL  | EBR   | NBL   | NBT  | SBT   | SBR  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 160  | 830   | 280   | 220  | 440   | 50   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 0.85  | 1.00  | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770 | 1583  | 1770  | 1863 | 1863  | 1583 |
| Flt Permitted          | 0.95 | 1.00  | 0.95  | 1.00 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1770 | 1583  | 1770  | 1863 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.98 | 0.98  | 0.98  | 0.98 | 0.98  | 0.98 |
| Adj. Flow (vph)        | 163  | 847   | 286   | 224  | 449   | 51   |
| RTOR Reduction (vph)   | 0    | 363   | 0     | 0    | 0     | 37   |
| Lane Group Flow (vph)  | 163  | 484   | 286   | 224  | 449   | 14   |
| Turn Type              |      | Perm  | Prot  |      |       | Perm |
| Protected Phases       | 4    |       | 5     | 2    | 6     |      |
| Permitted Phases       |      | 4     |       |      |       | 6    |
| Actuated Green, G (s)  | 25.0 | 25.0  | 15.1  | 39.1 | 20.0  | 20.0 |
| Effective Green, g (s) | 25.0 | 25.0  | 15.1  | 39.1 | 20.0  | 20.0 |
| Actuated g/C Ratio     | 0.35 | 0.35  | 0.21  | 0.54 | 0.28  | 0.28 |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 614  | 549   | 371   | 1010 | 517   | 439  |
| v/s Ratio Prot         | 0.09 |       | c0.16 | 0.12 | c0.24 |      |
| v/s Ratio Perm         |      | c0.31 |       |      |       | 0.01 |
| v/c Ratio              | 0.27 | 0.88  | 0.77  | 0.22 | 0.87  | 0.03 |
| Uniform Delay, d1      | 16.9 | 22.2  | 26.9  | 8.6  | 24.8  | 19.0 |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 0.2  | 15.3  | 9.5   | 0.1  | 14.4  | 0.0  |
| Delay (s)              | 17.2 | 37.4  | 36.4  | 8.7  | 39.2  | 19.0 |
| Level of Service       | B    | D     | D     | A    | D     | B    |
| Approach Delay (s)     | 34.2 |       |       | 24.2 | 37.1  |      |
| Approach LOS           | C    |       |       | C    | D     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 32.4  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.85  |                      |      |
| Actuated Cycle Length (s)         | 72.1  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 81.2% | ICU Level of Service | D    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |























HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

Existing + Phase 1 - Mitigation B  
PM Peak Hour

|                                   |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|
| Movement                          | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
| Lane Configurations               |  |   |  |   |  |  |
| Volume (vph)                      | 10  | 330   | 50  | 10  | 860   | 110   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   |   | 4.0   |   | 4.0   | 4.0   |
| Lane Util. Factor                 | 1.00  |   | 1.00  |   | 1.00  | 1.00  |
| Frt                               | 0.87  |   | 0.98  |   | 1.00  | 1.00  |
| Flt Protected                     | 1.00  |   | 1.00  |   | 0.95  | 1.00  |
| Satd. Flow (prot)                 | 1616  |   | 1822  |   | 1770  | 1863  |
| Flt Permitted                     | 1.00  |   | 1.00  |   | 0.95  | 1.00  |
| Satd. Flow (perm)                 | 1616  |   | 1822  |   | 1770  | 1863  |
| Peak-hour factor, PHF             | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  | 0.96  |
| Adj. Flow (vph)                   | 10  | 344   | 52  | 10  | 896   | 115   |
| RTOR Reduction (vph)              | 304   | 0   | 7   | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 50  | 0   | 55  | 0   | 896   | 115   |
| Turn Type                         |   |   |   |   | Prot  |   |
| Protected Phases                  | 8   |   | 2   |   | 1   | 6   |
| Permitted Phases                  |   |   |   |   |   |   |
| Actuated Green, G (s)             | 8.3   |   | 8.3   |   | 42.1  | 54.4  |
| Effective Green, g (s)            | 8.3   |   | 8.3   |   | 42.1  | 54.4  |
| Actuated g/C Ratio                | 0.12  |   | 0.12  |   | 0.60  | 0.77  |
| Clearance Time (s)                | 4.0   |   | 4.0   |   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   |   | 3.0   |   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 190   |   | 214   |   | 1054  | 1433  |
| v/s Ratio Prot                    | c0.03   |   | c0.03   |   | c0.51   | 0.06  |
| v/s Ratio Perm                    |   |   |   |   |   |   |
| v/c Ratio                         | 0.27  |   | 0.26  |   | 0.85  | 0.08  |
| Uniform Delay, d1                 | 28.4  |   | 28.4  |   | 11.7  | 2.0   |
| Progression Factor                | 1.00  |   | 1.00  |   | 1.00  | 1.00  |
| Incremental Delay, d2             | 0.8   |   | 0.6   |   | 6.7   | 0.0   |
| Delay (s)                         | 29.2  |   | 29.0  |   | 18.4  | 2.0   |
| Level of Service                  | C   |   | C   |   | B   | A   |
| Approach Delay (s)                | 29.2  |   | 29.0  |   |   | 16.5  |
| Approach LOS                      | C   |   | C   |   |   | B   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 20.2  |   | HCM Level of Service  | C   |
| HCM Volume to Capacity ratio      |   |   | 0.68  |   |   |   |
| Actuated Cycle Length (s)         |   |   | 70.7  |   | Sum of lost time (s)  | 12.0  |
| Intersection Capacity Utilization |   |   | 82.0%   |   | ICU Level of Service  | D   |
| Analysis Period (min)             |   |   | 15  |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
103: Road A & Mountain House Parkway

Existing + Phase 1 - Mitigation B  
PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |   |  |  |   |  |  |  |  |  |  |
| Volume (vph)                      | 240   | 0   | 210   | 100   | 0   | 240   | 130   | 1630  | 80  | 200   | 590   | 150   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   |   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |
| Frbp, ped/bikes                   | 1.00  | 0.98  |   | 1.00  | 0.97  |   | 1.00  | 1.00  | 0.96  | 1.00  | 1.00  | 0.96  |
| Flpb, ped/bikes                   | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 0.85  |   | 1.00  | 0.85  |   | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  |   | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 1770  | 1554  |   | 1770  | 1532  |   | 1770  | 3539  | 1524  | 1770  | 3539  | 1524  |
| Flt Permitted                     | 0.44  | 1.00  |   | 0.49  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 828   | 1554  |   | 914   | 1532  |   | 1770  | 3539  | 1524  | 1770  | 3539  | 1524  |
| Peak-hour factor, PHF             | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  | 0.92  |
| Adj. Flow (vph)                   | 261   | 0   | 228   | 109   | 0   | 261   | 141   | 1772  | 87  | 217   | 641   | 163   |
| RTOR Reduction (vph)              | 0   | 155   | 0   | 0   | 158   | 0   | 0   | 0   | 47  | 0   | 0   | 87  |
| Lane Group Flow (vph)             | 261   | 73  | 0   | 109   | 103   | 0   | 141   | 1772  | 40  | 217   | 641   | 76  |
| Confl. Peds. (#/hr)               |   |   | 5   |   |   | 5   |   |   | 5   |   |   | 5   |
| Turn Type                         | Perm  |   |   | Perm  |   |   | Prot  |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  |   | 4   |   |   | 8   |   | 5   | 2   |   | 1   |   | 6   |
| Permitted Phases                  | 4   |   |   | 8   |   |   |   |   | 2   |   |   | 6   |
| Actuated Green, G (s)             | 38.4  | 38.4  |   | 38.4  | 38.4  |   | 13.7  | 55.6  | 55.6  | 14.0  | 55.9  | 55.9  |
| Effective Green, g (s)            | 38.4  | 38.4  |   | 38.4  | 38.4  |   | 13.7  | 55.6  | 55.6  | 14.0  | 55.9  | 55.9  |
| Actuated g/C Ratio                | 0.32  | 0.32  |   | 0.32  | 0.32  |   | 0.11  | 0.46  | 0.46  | 0.12  | 0.47  | 0.47  |
| Clearance Time (s)                | 4.0   | 4.0   |   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0   |   | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 265   | 497   |   | 292   | 490   |   | 202   | 1640  | 706   | 207   | 1649  | 710   |
| v/s Ratio Prot                    |   | 0.05  |   |   | 0.07  |   | 0.08  | c0.50   |   | c0.12   | 0.18  |   |
| v/s Ratio Perm                    | c0.32   |   |   | 0.12  |   |   |   |   | 0.03  |   |   | 0.05  |
| v/c Ratio                         | 0.98  | 0.15  |   | 0.37  | 0.21  |   | 0.70  | 1.08  | 0.06  | 1.05  | 0.39  | 0.11  |
| Uniform Delay, d1                 | 40.5  | 29.1  |   | 31.5  | 29.7  |   | 51.2  | 32.2  | 17.8  | 53.0  | 20.9  | 18.0  |
| Progression Factor                | 1.00  | 1.00  |   | 1.00  | 1.00  |   | 1.10  | 0.81  | 0.62  | 1.17  | 0.80  | 1.20  |
| Incremental Delay, d2             | 50.7  | 0.1   |   | 0.8   | 0.2   |   | 7.6   | 45.1  | 0.1   | 73.0  | 0.6   | 0.3   |
| Delay (s)                         | 91.2  | 29.2  |   | 32.3  | 30.0  |   | 63.8  | 71.2  | 11.1  | 135.1   | 17.3  | 21.9  |
| Level of Service                  | F   | C   |   | C   | C   |   | E   | E   | B   | F   | B   | C   |
| Approach Delay (s)                |   | 62.3  |   |   | 30.7  |   |   | 68.1  |   |   | 43.1  |   |
| Approach LOS                      |   | E   |   |   | C   |   |   | E   |   |   | D   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 57.2  |   |   |   | HCM Level of Service  |   |   | E   |   |   |
| HCM Volume to Capacity ratio      |   |   | 1.04  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 120.0   |   |   |   | Sum of lost time (s)  |   |   | 12.0  |   |   |
| Intersection Capacity Utilization |   |   | 98.9%   |   |   |   | ICU Level of Service  |   |   | F   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

# **2035 No Project LOS Calculation Worksheets**



HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

2035 No Project  
 AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT  | WBR   | NBL  | NBT  | NBR  | SBL  | SBT   | SBR   |
|------------------------|------|------|------|-------|------|-------|------|------|------|------|-------|-------|
| Lane Configurations    |      |      |      |       | ↕    | ↗↘    | ↖    | ↕↕   |      |      | ↕↕↕   | ↖     |
| Volume (vph)           | 0    | 0    | 0    | 290   | 0    | 1690  | 20   | 350  | 0    | 0    | 1630  | 350   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)    |      |      |      |       | 4.0  | 4.0   | 4.0  | 4.0  |      |      | 4.0   | 2.3   |
| Lane Util. Factor      |      |      |      |       | 1.00 | 0.88  | 1.00 | 0.95 |      |      | 0.91  | 1.00  |
| Frbp, ped/bikes        |      |      |      |       | 1.00 | 1.00  | 1.00 | 1.00 |      |      | 1.00  | 0.99  |
| Flpb, ped/bikes        |      |      |      |       | 1.00 | 1.00  | 1.00 | 1.00 |      |      | 1.00  | 1.00  |
| Frt                    |      |      |      |       | 1.00 | 0.85  | 1.00 | 1.00 |      |      | 1.00  | 0.85  |
| Flt Protected          |      |      |      |       | 0.95 | 1.00  | 0.95 | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (prot)      |      |      |      |       | 1719 | 2707  | 1719 | 3438 |      |      | 4940  | 1519  |
| Flt Permitted          |      |      |      |       | 0.95 | 1.00  | 0.95 | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (perm)      |      |      |      |       | 1719 | 2707  | 1719 | 3438 |      |      | 4940  | 1519  |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  |
| Adj. Flow (vph)        | 0    | 0    | 0    | 305   | 0    | 1779  | 21   | 368  | 0    | 0    | 1716  | 368   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0     | 0    | 345   | 0    | 0    | 0    | 0    | 0     | 0     |
| Lane Group Flow (vph)  | 0    | 0    | 0    | 0     | 305  | 1434  | 21   | 368  | 0    | 0    | 1716  | 368   |
| Confl. Bikes (#/hr)    |      |      |      |       |      |       |      |      |      |      |       | 2     |
| Heavy Vehicles (%)     | 5%   | 5%   | 5%   | 5%    | 5%   | 5%    | 5%   | 5%   | 5%   | 5%   | 5%    | 5%    |
| Turn Type              |      |      |      | Split |      | Perm  |      | Prot |      |      |       | Free  |
| Protected Phases       |      |      |      | 8     | 8    |       |      | 5    | 2    |      |       | 6     |
| Permitted Phases       |      |      |      |       |      | 8     |      |      |      |      |       | Free  |
| Actuated Green, G (s)  |      |      |      |       | 62.1 | 62.1  | 4.8  | 57.1 |      |      | 47.8  | 130.0 |
| Effective Green, g (s) |      |      |      |       | 63.2 | 63.2  | 5.3  | 58.8 |      |      | 49.5  | 130.0 |
| Actuated g/C Ratio     |      |      |      |       | 0.49 | 0.49  | 0.04 | 0.45 |      |      | 0.38  | 1.00  |
| Clearance Time (s)     |      |      |      |       | 5.1  | 5.1   | 4.5  | 5.7  |      |      | 5.7   |       |
| Vehicle Extension (s)  |      |      |      |       | 3.0  | 3.0   | 3.0  | 3.0  |      |      | 3.0   |       |
| Lane Grp Cap (vph)     |      |      |      |       | 836  | 1316  | 70   | 1555 |      |      | 1881  | 1519  |
| v/s Ratio Prot         |      |      |      |       | 0.18 |       | 0.01 | 0.11 |      |      | c0.35 |       |
| v/s Ratio Perm         |      |      |      |       |      | c0.53 |      |      |      |      |       | c0.24 |
| v/c Ratio              |      |      |      |       | 0.36 | 1.09  | 0.30 | 0.24 |      |      | 0.91  | 0.24  |
| Uniform Delay, d1      |      |      |      |       | 20.9 | 33.4  | 60.5 | 21.8 |      |      | 38.2  | 0.0   |
| Progression Factor     |      |      |      |       | 1.00 | 1.00  | 0.96 | 0.83 |      |      | 1.00  | 1.00  |
| Incremental Delay, d2  |      |      |      |       | 0.3  | 53.1  | 2.4  | 0.4  |      |      | 8.2   | 0.4   |
| Delay (s)              |      |      |      |       | 21.1 | 86.5  | 60.5 | 18.4 |      |      | 46.4  | 0.4   |
| Level of Service       |      |      |      |       | C    | F     | E    | B    |      |      | D     | A     |
| Approach Delay (s)     |      | 0.0  |      |       | 76.9 |       |      | 20.7 |      |      | 38.3  |       |
| Approach LOS           |      | A    |      |       | E    |       |      | C    |      |      | D     |       |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 54.4  | HCM Level of Service | D   |
| HCM Volume to Capacity ratio      | 0.95  |                      |     |
| Actuated Cycle Length (s)         | 130.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 75.8% | ICU Level of Service | D   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

2035 No Project  
 AM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations    | ↖     | ↖    | ↖    |      |      |      |      | ↕    | ↖    |      | ↕     |      |
| Volume (vph)           | 160   | 0    | 20   | 0    | 0    | 0    | 0    | 200  | 110  | 0    | 360   | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7  |      | 5.7   |      |
| Lane Util. Factor      | 0.95  | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00 |      | 0.95  |      |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Frt                    | 1.00  | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85 |      | 1.00  |      |
| Flt Protected          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Satd. Flow (prot)      | 1633  | 1633 | 1538 |      |      |      |      | 3438 | 1538 |      | 3438  |      |
| Flt Permitted          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Satd. Flow (perm)      | 1633  | 1633 | 1538 |      |      |      |      | 3438 | 1538 |      | 3438  |      |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)        | 168   | 0    | 21   | 0    | 0    | 0    | 0    | 211  | 116  | 0    | 379   | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 18   | 0    | 0    | 0    | 0    | 0    | 33   | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 84    | 84   | 3    | 0    | 0    | 0    | 0    | 211  | 83   | 0    | 379   | 0    |
| Confl. Bikes (#/hr)    |       |      |      |      |      |      |      |      |      |      |       | 1    |
| Heavy Vehicles (%)     | 5%    | 5%   | 5%   | 5%   | 5%   | 5%   | 5%   | 5%   | 5%   | 5%   | 5%    | 5%   |
| Turn Type              | Split |      | Perm |      |      |      |      |      | Perm |      |       |      |
| Protected Phases       | 4     | 4    |      |      |      |      |      | 2    |      |      | 6     |      |
| Permitted Phases       |       |      | 4    |      |      |      |      |      | 2    |      |       |      |
| Actuated Green, G (s)  | 7.8   | 7.8  | 7.8  |      |      |      |      | 46.4 | 46.4 |      | 46.4  |      |
| Effective Green, g (s) | 7.8   | 7.8  | 7.8  |      |      |      |      | 46.4 | 46.4 |      | 46.4  |      |
| Actuated g/C Ratio     | 0.12  | 0.12 | 0.12 |      |      |      |      | 0.71 | 0.71 |      | 0.71  |      |
| Clearance Time (s)     | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7  |      | 5.7   |      |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  |      |      |      |      | 3.0  | 3.0  |      | 3.0   |      |
| Lane Grp Cap (vph)     | 196   | 196  | 185  |      |      |      |      | 2454 | 1098 |      | 2454  |      |
| v/s Ratio Prot         | c0.05 | 0.05 |      |      |      |      |      | 0.06 |      |      | c0.11 |      |
| v/s Ratio Perm         |       |      | 0.00 |      |      |      |      |      | 0.05 |      |       |      |
| v/c Ratio              | 0.43  | 0.43 | 0.01 |      |      |      |      | 0.09 | 0.08 |      | 0.15  |      |
| Uniform Delay, d1      | 26.5  | 26.5 | 25.2 |      |      |      |      | 2.8  | 2.8  |      | 3.0   |      |
| Progression Factor     | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 0.72  |      |
| Incremental Delay, d2  | 1.5   | 1.5  | 0.0  |      |      |      |      | 0.1  | 0.1  |      | 0.1   |      |
| Delay (s)              | 28.0  | 28.0 | 25.2 |      |      |      |      | 2.9  | 2.9  |      | 2.2   |      |
| Level of Service       | C     | C    | C    |      |      |      |      | A    | A    |      | A     |      |
| Approach Delay (s)     |       | 27.7 |      |      | 0.0  |      |      | 2.9  |      |      | 2.2   |      |
| Approach LOS           |       | C    |      |      | A    |      |      | A    |      |      | A     |      |

| Intersection Summary              |                     |       |                      |      |
|-----------------------------------|---------------------|-------|----------------------|------|
| HCM Average Control Delay         |                     | 7.9   | HCM Level of Service | A    |
| HCM Volume to Capacity ratio      |                     | 0.19  |                      |      |
| Actuated Cycle Length (s)         |                     | 65.0  | Sum of lost time (s) | 10.8 |
| Intersection Capacity Utilization |                     | 99.3% | ICU Level of Service | F    |
| Analysis Period (min)             |                     | 15    |                      |      |
| c                                 | Critical Lane Group |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 3: Capital Parks Drive & Mountain House Parkway

2035 No Project  
 AM Peak Hour



| Movement               | WBL   | WBR  | NBT  | NBR  | SBL  | SBT   |
|------------------------|-------|------|------|------|------|-------|
| Lane Configurations    |       |      |      |      |      |       |
| Volume (vph)           | 10    | 10   | 320  | 10   | 10   | 460   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   |
| Lane Util. Factor      | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  |
| Frt                    | 1.00  | 0.85 | 1.00 | 0.85 | 1.00 | 1.00  |
| Flt Protected          | 0.95  | 1.00 | 1.00 | 1.00 | 0.95 | 1.00  |
| Satd. Flow (prot)      | 1719  | 1538 | 1810 | 1538 | 1719 | 1810  |
| Flt Permitted          | 0.95  | 1.00 | 1.00 | 1.00 | 0.56 | 1.00  |
| Satd. Flow (perm)      | 1719  | 1538 | 1810 | 1538 | 1009 | 1810  |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  |
| Adj. Flow (vph)        | 11    | 11   | 337  | 11   | 11   | 484   |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 2    | 0    | 0     |
| Lane Group Flow (vph)  | 11    | 11   | 337  | 9    | 11   | 484   |
| Heavy Vehicles (%)     | 5%    | 5%   | 5%   | 5%   | 5%   | 5%    |
| Turn Type              |       | Free |      | Perm | Perm |       |
| Protected Phases       | 8     |      | 2    |      |      | 6     |
| Permitted Phases       |       | Free |      | 2    | 6    |       |
| Actuated Green, G (s)  | 1.4   | 65.0 | 55.6 | 55.6 | 55.6 | 55.6  |
| Effective Green, g (s) | 1.4   | 65.0 | 55.6 | 55.6 | 55.6 | 55.6  |
| Actuated g/C Ratio     | 0.02  | 1.00 | 0.86 | 0.86 | 0.86 | 0.86  |
| Clearance Time (s)     | 4.0   |      | 4.0  | 4.0  | 4.0  | 4.0   |
| Vehicle Extension (s)  | 3.0   |      | 3.0  | 3.0  | 3.0  | 3.0   |
| Lane Grp Cap (vph)     | 37    | 1538 | 1548 | 1316 | 863  | 1548  |
| v/s Ratio Prot         | c0.01 |      | 0.19 |      |      | c0.27 |
| v/s Ratio Perm         |       | 0.01 |      | 0.01 | 0.01 |       |
| v/c Ratio              | 0.30  | 0.01 | 0.22 | 0.01 | 0.01 | 0.31  |
| Uniform Delay, d1      | 31.3  | 0.0  | 0.8  | 0.7  | 0.7  | 0.9   |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  |
| Incremental Delay, d2  | 4.5   | 0.0  | 0.3  | 0.0  | 0.0  | 0.5   |
| Delay (s)              | 35.8  | 0.0  | 1.2  | 0.7  | 0.7  | 1.5   |
| Level of Service       | D     | A    | A    | A    | A    | A     |
| Approach Delay (s)     | 17.9  |      | 1.1  |      |      | 1.4   |
| Approach LOS           | B     |      | A    |      |      | A     |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 1.7   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.31  |                      |     |
| Actuated Cycle Length (s)         | 65.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 34.2% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 4: New Schulte Road & Mountain House Parkway

2035 No Project  
 AM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    | ↶    | ↷    | ↶    | ↷    | ↶    | ↶    |
| Volume (veh/h)         | 10   | 10   | 310  | 10   | 10   | 450  |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 11   | 11   | 326  | 11   | 11   | 474  |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      | 1043 |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 821  | 326  |      |      | 337  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 821  | 326  |      |      | 337  |      |
| tC, single (s)         | 6.4  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 97   | 99   |      |      | 99   |      |
| cM capacity (veh/h)    | 337  | 708  |      |      | 1206 |      |

| Direction, Lane #      | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|------------------------|------|------|------|------|------|------|
| Volume Total           | 11   | 11   | 326  | 11   | 11   | 474  |
| Volume Left            | 11   | 0    | 0    | 0    | 11   | 0    |
| Volume Right           | 0    | 11   | 0    | 11   | 0    | 0    |
| cSH                    | 337  | 708  | 1700 | 1700 | 1206 | 1700 |
| Volume to Capacity     | 0.03 | 0.01 | 0.19 | 0.01 | 0.01 | 0.28 |
| Queue Length 95th (ft) | 2    | 1    | 0    | 0    | 1    | 0    |
| Control Delay (s)      | 16.0 | 10.2 | 0.0  | 0.0  | 8.0  | 0.0  |
| Lane LOS               | C    | B    |      |      | A    |      |
| Approach Delay (s)     | 13.1 |      | 0.0  |      | 0.2  |      |
| Approach LOS           | B    |      |      |      |      |      |

| Intersection Summary              |  |  |       |  |                      |   |
|-----------------------------------|--|--|-------|--|----------------------|---|
| Average Delay                     |  |  | 0.4   |  |                      |   |
| Intersection Capacity Utilization |  |  | 33.7% |  | ICU Level of Service | A |
| Analysis Period (min)             |  |  | 15    |  |                      |   |

HCM Signalized Intersection Capacity Analysis  
5: Old Schulte Road & Mountain House Parkway

2035 No Project  
AM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|------------------------|-------|------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations    |       |      |      |       |       |      |       |       |      |       |       |      |
| Volume (vph)           | 10    | 10   | 10   | 250   | 10    | 100  | 10    | 180   | 100  | 100   | 190   | 10   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    | 7.5   | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5   | 7.5   | 7.5  | 7.5   | 7.5   | 7.5  |
| Lane Util. Factor      | 1.00  | 0.95 | 1.00 | 0.97  | 1.00  |      | 1.00  | 0.95  | 1.00 | 0.97  | 0.95  | 1.00 |
| Frbp, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00  | 0.99  |      | 1.00  | 1.00  | 0.99 | 1.00  | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00 | 0.85 | 1.00  | 0.86  |      | 1.00  | 1.00  | 0.85 | 1.00  | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95  | 1.00  | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1568  | 3139 | 1404 | 3045  | 1411  |      | 1570  | 3139  | 1387 | 3045  | 3139  | 1404 |
| Flt Permitted          | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95  | 1.00  | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1568  | 3139 | 1404 | 3045  | 1411  |      | 1570  | 3139  | 1387 | 3045  | 3139  | 1404 |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 |
| Adj. Flow (vph)        | 11    | 11   | 11   | 263   | 11    | 105  | 11    | 189   | 105  | 105   | 200   | 11   |
| RTOR Reduction (vph)   | 0     | 0    | 10   | 0     | 82    | 0    | 0     | 0     | 82   | 0     | 0     | 7    |
| Lane Group Flow (vph)  | 11    | 11   | 1    | 263   | 34    | 0    | 11    | 189   | 23   | 105   | 200   | 4    |
| Confl. Peds. (#/hr)    | 2     |      |      |       |       | 2    |       |       | 1    | 1     |       |      |
| Heavy Vehicles (%)     | 15%   | 15%  | 15%  | 15%   | 15%   | 15%  | 15%   | 15%   | 15%  | 15%   | 15%   | 15%  |
| Turn Type              | Prot  |      | Perm | Prot  |       |      | Prot  |       | Perm | Prot  |       | Perm |
| Protected Phases       | 7     | 4    |      | 3     | 8     |      | 5     | 2     |      | 1     | 6     |      |
| Permitted Phases       |       |      | 4    |       |       |      |       |       | 2    |       |       | 6    |
| Actuated Green, G (s)  | 0.7   | 4.3  | 4.3  | 12.8  | 16.4  |      | 0.7   | 16.2  | 16.2 | 11.1  | 26.6  | 26.6 |
| Effective Green, g (s) | 0.7   | 4.3  | 4.3  | 12.8  | 16.4  |      | 0.7   | 16.2  | 16.2 | 11.1  | 26.6  | 26.6 |
| Actuated g/C Ratio     | 0.01  | 0.06 | 0.06 | 0.17  | 0.22  |      | 0.01  | 0.22  | 0.22 | 0.15  | 0.36  | 0.36 |
| Clearance Time (s)     | 7.5   | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5   | 7.5   | 7.5  | 7.5   | 7.5   | 7.5  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 15    | 181  | 81   | 524   | 311   |      | 15    | 683   | 302  | 454   | 1122  | 502  |
| v/s Ratio Prot         | 0.01  | 0.00 |      | c0.09 | c0.02 |      | 0.01  | c0.06 |      | c0.03 | c0.06 |      |
| v/s Ratio Perm         |       |      | 0.00 |       |       |      |       |       | 0.02 |       |       | 0.00 |
| v/c Ratio              | 0.73  | 0.06 | 0.01 | 0.50  | 0.11  |      | 0.73  | 0.28  | 0.08 | 0.23  | 0.18  | 0.01 |
| Uniform Delay, d1      | 36.8  | 33.1 | 33.0 | 27.9  | 23.2  |      | 36.8  | 24.2  | 23.1 | 27.9  | 16.4  | 15.4 |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Incremental Delay, d2  | 103.2 | 0.1  | 0.0  | 0.8   | 0.2   |      | 103.2 | 0.2   | 0.1  | 0.3   | 0.1   | 0.0  |
| Delay (s)              | 140.0 | 33.3 | 33.1 | 28.7  | 23.3  |      | 140.0 | 24.4  | 23.3 | 28.2  | 16.5  | 15.4 |
| Level of Service       | F     | C    | C    | C     | C     |      | F     | C     | C    | C     | B     | B    |
| Approach Delay (s)     |       | 68.8 |      |       | 27.0  |      |       | 28.2  |      |       | 20.3  |      |
| Approach LOS           |       | E    |      |       | C     |      |       | C     |      |       | C     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 26.7  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.32  |                      |      |
| Actuated Cycle Length (s)         | 74.4  | Sum of lost time (s) | 30.0 |
| Intersection Capacity Utilization | 51.1% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Unsignalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

2035 No Project  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↖    |      |      | ↖    | ↖    |      | ↖    | ↖    |      |      |      |
| Volume (veh/h)         | 20   | 90   | 0    | 0    | 270  | 190  | 60   | 0    | 190  | 0    | 0    | 0    |
| Sign Control           |      | Free |      |      | Free |      |      | Stop |      |      | Stop |      |
| Grade                  |      | 0%   |      |      | 0%   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor       | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 21   | 95   | 0    | 0    | 284  | 200  | 63   | 0    | 200  | 0    | 0    | 0    |
| Pedestrians            |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |      |      | 3    |      |      |      |
| Median type            |      | None |      |      | None |      |      |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      | 1190 |      |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC, conflicting volume | 284  |      |      | 95   |      |      | 421  | 421  | 95   | 421  | 421  | 284  |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vCu, unblocked vol     | 284  |      |      | 95   |      |      | 421  | 421  | 95   | 421  | 421  | 284  |
| tC, single (s)         | 4.1  |      |      | 4.1  |      |      | 7.1  | 6.5  | 6.2  | 7.1  | 6.5  | 6.2  |
| tC, 2 stage (s)        |      |      |      |      |      |      |      |      |      |      |      |      |
| tF (s)                 | 2.2  |      |      | 2.2  |      |      | 3.5  | 4.0  | 3.3  | 3.5  | 4.0  | 3.3  |
| p0 queue free %        | 98   |      |      | 100  |      |      | 88   | 100  | 79   | 100  | 100  | 100  |
| cM capacity (veh/h)    | 1261 |      |      | 1481 |      |      | 531  | 511  | 954  | 419  | 511  | 748  |

| Direction, Lane #      | EB 1 | WB 1 | WB 2 | NB 1 |
|------------------------|------|------|------|------|
| Volume Total           | 116  | 284  | 200  | 263  |
| Volume Left            | 21   | 0    | 0    | 63   |
| Volume Right           | 0    | 0    | 200  | 200  |
| cSH                    | 1261 | 1700 | 1700 | 1255 |
| Volume to Capacity     | 0.02 | 0.17 | 0.12 | 0.21 |
| Queue Length 95th (ft) | 1    | 0    | 0    | 20   |
| Control Delay (s)      | 1.6  | 0.0  | 0.0  | 10.5 |
| Lane LOS               | A    |      |      | B    |
| Approach Delay (s)     | 1.6  | 0.0  |      | 10.5 |
| Approach LOS           |      |      |      | B    |

Intersection Summary

|                                   |  |       |                      |   |
|-----------------------------------|--|-------|----------------------|---|
| Average Delay                     |  | 3.4   |                      |   |
| Intersection Capacity Utilization |  | 31.9% | ICU Level of Service | A |
| Analysis Period (min)             |  | 15    |                      |   |

HCM Unsignalized Intersection Capacity Analysis  
 7: Mountain House Parkway & I-580 EB Off-Ramp

2035 No Project  
 AM Peak Hour



| Movement                          | EBL         | EBT         | EBR         | WBL                  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|-------------|-------------|-------------|----------------------|------|------|------|------|------|------|------|------|
| Lane Configurations               |             | ↔           |             |                      | ↔    |      |      |      |      |      | ↔    | ↔    |
| Volume (veh/h)                    | 0           | 40          | 20          | 120                  | 210  | 0    | 0    | 0    | 0    | 70   | 0    | 20   |
| Sign Control                      |             | Free        |             |                      | Free |      |      | Stop |      |      | Stop |      |
| Grade                             |             | 0%          |             |                      | 0%   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor                  | 0.95        | 0.95        | 0.95        | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 0           | 42          | 21          | 126                  | 221  | 0    | 0    | 0    | 0    | 74   | 0    | 21   |
| Pedestrians                       |             |             |             |                      |      |      |      |      |      |      |      |      |
| Lane Width (ft)                   |             |             |             |                      |      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)              |             |             |             |                      |      |      |      |      |      |      |      |      |
| Percent Blockage                  |             |             |             |                      |      |      |      |      |      |      |      |      |
| Right turn flare (veh)            |             |             |             |                      |      |      |      |      |      |      |      | 2    |
| Median type                       |             | None        |             |                      | None |      |      |      |      |      |      |      |
| Median storage (veh)              |             |             |             |                      |      |      |      |      |      |      |      |      |
| Upstream signal (ft)              |             |             |             |                      |      |      |      |      |      |      |      |      |
| pX, platoon unblocked             |             |             |             |                      |      |      |      |      |      |      |      |      |
| vC, conflicting volume            | 221         |             |             | 63                   |      |      | 526  | 526  | 53   | 526  | 537  | 221  |
| vC1, stage 1 conf vol             |             |             |             |                      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol             |             |             |             |                      |      |      |      |      |      |      |      |      |
| vCu, unblocked vol                | 221         |             |             | 63                   |      |      | 526  | 526  | 53   | 526  | 537  | 221  |
| tC, single (s)                    | 4.1         |             |             | 4.1                  |      |      | 7.1  | 6.5  | 6.2  | 7.1  | 6.5  | 6.2  |
| tC, 2 stage (s)                   |             |             |             |                      |      |      |      |      |      |      |      |      |
| tF (s)                            | 2.2         |             |             | 2.2                  |      |      | 3.5  | 4.0  | 3.3  | 3.5  | 4.0  | 3.3  |
| p0 queue free %                   | 100         |             |             | 92                   |      |      | 100  | 100  | 100  | 83   | 100  | 97   |
| cM capacity (veh/h)               | 1330        |             |             | 1521                 |      |      | 417  | 415  | 1006 | 428  | 409  | 811  |
| <b>Direction, Lane #</b>          | <b>EB 1</b> | <b>WB 1</b> | <b>SB 1</b> |                      |      |      |      |      |      |      |      |      |
| Volume Total                      | 63          | 347         | 95          |                      |      |      |      |      |      |      |      |      |
| Volume Left                       | 0           | 126         | 74          |                      |      |      |      |      |      |      |      |      |
| Volume Right                      | 21          | 0           | 21          |                      |      |      |      |      |      |      |      |      |
| cSH                               | 1700        | 1521        | 551         |                      |      |      |      |      |      |      |      |      |
| Volume to Capacity                | 0.04        | 0.08        | 0.17        |                      |      |      |      |      |      |      |      |      |
| Queue Length 95th (ft)            | 0           | 7           | 15          |                      |      |      |      |      |      |      |      |      |
| Control Delay (s)                 | 0.0         | 3.2         | 13.9        |                      |      |      |      |      |      |      |      |      |
| Lane LOS                          |             | A           | B           |                      |      |      |      |      |      |      |      |      |
| Approach Delay (s)                | 0.0         | 3.2         | 13.9        |                      |      |      |      |      |      |      |      |      |
| Approach LOS                      |             |             | B           |                      |      |      |      |      |      |      |      |      |
| <b>Intersection Summary</b>       |             |             |             |                      |      |      |      |      |      |      |      |      |
| Average Delay                     |             |             | 4.8         |                      |      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |             |             | 34.9%       | ICU Level of Service |      |      |      |      |      | A    |      |      |
| Analysis Period (min)             |             |             | 15          |                      |      |      |      |      |      |      |      |      |

HCM Signalized Intersection Capacity Analysis  
8: Capital Parks Drive & Hansen Road

2035 No Project  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|-------|------|------|------|------|------|------|-------|------|
| Lane Configurations    |      |      |      |       |      |      |      |      |      |      |       |      |
| Volume (vph)           | 10   | 10   | 10   | 320   | 10   | 10   | 10   | 50   | 170  | 10   | 50    | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |      | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00 | 1.00 | 1.00 | 0.97  | 0.95 |      | 0.97 | 1.00 | 1.00 | 1.00 | 1.00  |      |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00  | 0.93 |      | 1.00 | 1.00 | 0.85 | 1.00 | 0.97  |      |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00 |      | 0.95 | 1.00 | 1.00 | 0.95 | 1.00  |      |
| Satd. Flow (prot)      | 1770 | 1863 | 1583 | 3433  | 3274 |      | 3433 | 1863 | 1583 | 1770 | 1815  |      |
| Flt Permitted          | 0.74 | 1.00 | 1.00 | 0.75  | 1.00 |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  |      |
| Satd. Flow (perm)      | 1383 | 1863 | 1583 | 2712  | 3274 |      | 3614 | 1863 | 1583 | 1863 | 1815  |      |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)        | 11   | 11   | 11   | 337   | 11   | 11   | 11   | 53   | 179  | 11   | 53    | 11   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0     | 4    | 0    | 0    | 0    | 0    | 0    | 10    | 0    |
| Lane Group Flow (vph)  | 11   | 11   | 11   | 337   | 18   | 0    | 11   | 53   | 179  | 11   | 54    | 0    |
| Turn Type              | Perm |      | Free | Perm  |      |      | Perm |      | Free | Perm |       |      |
| Protected Phases       |      |      | 4    |       |      | 8    |      |      | 2    |      |       | 6    |
| Permitted Phases       | 4    |      | Free | 8     |      |      | 2    |      | Free | 6    |       |      |
| Actuated Green, G (s)  | 16.7 | 16.7 | 27.5 | 16.7  | 16.7 |      | 2.8  | 2.8  | 27.5 | 2.8  | 2.8   |      |
| Effective Green, g (s) | 16.7 | 16.7 | 27.5 | 16.7  | 16.7 |      | 2.8  | 2.8  | 27.5 | 2.8  | 2.8   |      |
| Actuated g/C Ratio     | 0.61 | 0.61 | 1.00 | 0.61  | 0.61 |      | 0.10 | 0.10 | 1.00 | 0.10 | 0.10  |      |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0   | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0   | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 840  | 1131 | 1583 | 1647  | 1988 |      | 368  | 190  | 1583 | 190  | 185   |      |
| v/s Ratio Prot         |      | 0.01 |      |       | 0.01 |      |      | 0.03 |      |      | c0.03 |      |
| v/s Ratio Perm         | 0.01 |      | 0.01 | c0.12 |      |      | 0.00 |      | 0.11 | 0.01 |       |      |
| v/c Ratio              | 0.01 | 0.01 | 0.01 | 0.20  | 0.01 |      | 0.03 | 0.28 | 0.11 | 0.06 | 0.29  |      |
| Uniform Delay, d1      | 2.1  | 2.1  | 0.0  | 2.4   | 2.1  |      | 11.1 | 11.4 | 0.0  | 11.2 | 11.4  |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 0.0  | 0.0  | 0.0  | 0.1   | 0.0  |      | 0.0  | 0.8  | 0.1  | 0.1  | 0.9   |      |
| Delay (s)              | 2.1  | 2.1  | 0.0  | 2.5   | 2.1  |      | 11.2 | 12.2 | 0.1  | 11.3 | 12.3  |      |
| Level of Service       | A    | A    | A    | A     | A    |      | B    | B    | A    | B    | B     |      |
| Approach Delay (s)     |      | 1.4  |      |       | 2.5  |      |      | 3.3  |      |      | 12.2  |      |
| Approach LOS           |      | A    |      |       | A    |      |      | A    |      |      | B     |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 3.7   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.22  |                      |     |
| Actuated Cycle Length (s)         | 27.5  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 29.7% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |



HCM Signalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

2035 No Project  
 AM Peak Hour































| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |      |      |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 10   | 60   | 20   | 10   | 260   | 40   | 80   | 210  | 10   | 40   | 390   | 20   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0  | 4.0   |      |
| Lane Util. Factor      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 0.95 |      | 1.00 | 0.95  |      |
| Frt                    | 1.00 | 0.96 |      | 1.00 | 0.98  |      | 1.00 | 0.99 |      | 1.00 | 0.99  |      |
| Flt Protected          | 0.95 | 1.00 |      | 0.95 | 1.00  |      | 0.95 | 1.00 |      | 0.95 | 1.00  |      |
| Satd. Flow (prot)      | 1770 | 1793 |      | 1770 | 1826  |      | 1770 | 3514 |      | 1770 | 3513  |      |
| Flt Permitted          | 0.57 | 1.00 |      | 0.70 | 1.00  |      | 0.50 | 1.00 |      | 0.61 | 1.00  |      |
| Satd. Flow (perm)      | 1057 | 1793 |      | 1308 | 1826  |      | 933  | 3514 |      | 1131 | 3513  |      |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)        | 11   | 63   | 21   | 11   | 274   | 42   | 84   | 221  | 11   | 42   | 411   | 21   |
| RTOR Reduction (vph)   | 0    | 14   | 0    | 0    | 14    | 0    | 0    | 7    | 0    | 0    | 7     | 0    |
| Lane Group Flow (vph)  | 11   | 70   | 0    | 11   | 302   | 0    | 84   | 225  | 0    | 42   | 425   | 0    |
| Turn Type              | Perm |      |      | Perm |       |      | Perm |      |      | Perm |       |      |
| Protected Phases       |      | 4    |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4    |      |      | 8    |       |      | 2    |      |      | 6    |       |      |
| Actuated Green, G (s)  | 10.2 | 10.2 |      | 10.2 | 10.2  |      | 10.9 | 10.9 |      | 10.9 | 10.9  |      |
| Effective Green, g (s) | 10.2 | 10.2 |      | 10.2 | 10.2  |      | 10.9 | 10.9 |      | 10.9 | 10.9  |      |
| Actuated g/C Ratio     | 0.35 | 0.35 |      | 0.35 | 0.35  |      | 0.37 | 0.37 |      | 0.37 | 0.37  |      |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0  | 4.0   |      |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0   |      | 3.0  | 3.0  |      | 3.0  | 3.0   |      |
| Lane Grp Cap (vph)     | 370  | 628  |      | 458  | 640   |      | 349  | 1316 |      | 424  | 1316  |      |
| v/s Ratio Prot         |      | 0.04 |      |      | c0.17 |      |      | 0.06 |      |      | c0.12 |      |
| v/s Ratio Perm         | 0.01 |      |      | 0.01 |       |      | 0.09 |      |      | 0.04 |       |      |
| v/c Ratio              | 0.03 | 0.11 |      | 0.02 | 0.47  |      | 0.24 | 0.17 |      | 0.10 | 0.32  |      |
| Uniform Delay, d1      | 6.2  | 6.4  |      | 6.2  | 7.4   |      | 6.3  | 6.1  |      | 5.9  | 6.5   |      |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      |
| Incremental Delay, d2  | 0.0  | 0.1  |      | 0.0  | 0.6   |      | 0.4  | 0.1  |      | 0.1  | 0.1   |      |
| Delay (s)              | 6.2  | 6.5  |      | 6.2  | 7.9   |      | 6.6  | 6.1  |      | 6.0  | 6.6   |      |
| Level of Service       | A    | A    |      | A    | A     |      | A    | A    |      | A    | A     |      |
| Approach Delay (s)     |      | 6.4  |      |      | 7.8   |      |      | 6.3  |      |      | 6.6   |      |
| Approach LOS           |      | A    |      |      | A     |      |      | A    |      |      | A     |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 6.8   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.39  |                      |     |
| Actuated Cycle Length (s)         | 29.1  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 42.0% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 11: Capital Parks Drive & Pavillion Parkway

2035 No Project  
 AM Peak Hour

|                        |    |    |  |  |    |   |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|--|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |    |   |  |  |   |  |  |  |  |  |  |  |
| Volume (vph)           | 40  | 130   | 10  | 10  | 300   | 60   | 10  | 10  | 10  | 20  | 10  | 30  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.94  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85   | 1.00  | 0.93  |   | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00   | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 4990  | 3539  | 1583  | 1770  | 3539  | 1583   | 1770  | 1723  |   | 1770  | 1863  | 1583  |
| Flt Permitted          | 0.56  | 1.00  | 1.00  | 0.67  | 1.00  | 1.00   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 2942  | 3539  | 1583  | 1239  | 3539  | 1583   | 1863  | 1723  |   | 1863  | 1863  | 1583  |
| Peak-hour factor, PHF  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)        | 42  | 137   | 11  | 11  | 316   | 63   | 11  | 11  | 11  | 21  | 11  | 32  |
| RTOR Reduction (vph)   | 0   | 0   | 4   | 0   | 0   | 20   | 0   | 11  | 0   | 0   | 0   | 0   |
| Lane Group Flow (vph)  | 42  | 137   | 7   | 11  | 316   | 43   | 11  | 11  | 0   | 21  | 11  | 32  |
| Turn Type              | Perm  |   | Perm  | Perm  |   | Perm   | Perm  |   |   | Perm  |   | Free  |
| Protected Phases       |   | 4   |   |   | 8   |  |   | 2   |   |   | 6   |   |
| Permitted Phases       | 4   |   | 4   | 8   |   | 8  | 2   |   |   | 6   |   | Free  |
| Actuated Green, G (s)  | 19.5  | 19.5  | 19.5  | 19.5  | 19.5  | 19.5   | 1.3   | 1.3   |   | 1.3   | 1.3   | 28.8  |
| Effective Green, g (s) | 19.5  | 19.5  | 19.5  | 19.5  | 19.5  | 19.5   | 1.3   | 1.3   |   | 1.3   | 1.3   | 28.8  |
| Actuated g/C Ratio     | 0.68  | 0.68  | 0.68  | 0.68  | 0.68  | 0.68   | 0.05  | 0.05  |   | 0.05  | 0.05  | 1.00  |
| Clearance Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   |   | 4.0   | 4.0   |   |
| Vehicle Extension (s)  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   |   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)     | 1992  | 2396  | 1072  | 839   | 2396  | 1072   | 84  | 78  |   | 84  | 84  | 1583  |
| v/s Ratio Prot         |   | 0.04  |   |   | c0.09   |  |   | 0.01  |   |   |   | 0.01  |
| v/s Ratio Perm         | 0.01  |   | 0.00  | 0.01  |   | 0.03   | 0.01  |   |   | c0.01   |   | 0.02  |
| v/c Ratio              | 0.02  | 0.06  | 0.01  | 0.01  | 0.13  | 0.04   | 0.13  | 0.15  |   | 0.25  | 0.13  | 0.02  |
| Uniform Delay, d1      | 1.5   | 1.6   | 1.5   | 1.5   | 1.6   | 1.5  | 13.2  | 13.2  |   | 13.3  | 13.2  | 0.0   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.7   | 0.9   |   | 1.6   | 0.7   | 0.0   |
| Delay (s)              | 1.5   | 1.6   | 1.5   | 1.5   | 1.7   | 1.6  | 13.9  | 14.1  |   | 14.8  | 13.9  | 0.0   |
| Level of Service       | A   | A   | A   | A   | A   | A  | B   | B   |   | B   | B   | A   |
| Approach Delay (s)     |   | 1.6   |   |   | 1.7   |  |   | 14.0  |   |   | 7.3   |   |
| Approach LOS           |   | A   |   |   | A   |  |   | B   |   |   | A   |   |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| HCM Average Control Delay         | 2.8   | HCM Level of Service |
| HCM Volume to Capacity ratio      | 0.14  | A                    |
| Actuated Cycle Length (s)         | 28.8  | Sum of lost time (s) |
| Intersection Capacity Utilization | 25.9% | ICU Level of Service |
| Analysis Period (min)             | 15    | A                    |
| c Critical Lane Group             |       |                      |

HCM Signalized Intersection Capacity Analysis  
 12: New Schulte Road & Pavillion Parkway

2035 No Project  
 AM Peak Hour






















| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|-------|------|------|------|------|
| Lane Configurations    |      |      |      |      |       |      |      |       |      |      |      |      |
| Volume (vph)           | 10   | 20   | 10   | 10   | 80    | 10   | 10   | 10    | 10   | 10   | 10   | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   |      | 4.0  | 4.0  | 4.0  |
| Lane Util. Factor      | 1.00 | 0.95 |      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |      | 1.00 | 1.00 | 1.00 |
| Frt                    | 1.00 | 0.95 |      | 1.00 | 1.00  | 0.85 | 1.00 | 0.93  |      | 1.00 | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00 |      | 0.95 | 1.00  | 1.00 | 0.95 | 1.00  |      | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1770 | 3357 |      | 1770 | 1863  | 1583 | 1770 | 1723  |      | 1770 | 1863 | 1583 |
| Flt Permitted          | 0.70 | 1.00 |      | 0.74 | 1.00  | 1.00 | 1.00 | 1.00  |      | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm)      | 1308 | 3357 |      | 1369 | 1863  | 1583 | 1863 | 1723  |      | 1863 | 1863 | 1583 |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)        | 11   | 21   | 11   | 11   | 84    | 11   | 11   | 11    | 11   | 11   | 11   | 11   |
| RTOR Reduction (vph)   | 0    | 4    | 0    | 0    | 0     | 4    | 0    | 10    | 0    | 0    | 0    | 10   |
| Lane Group Flow (vph)  | 11   | 28   | 0    | 11   | 84    | 7    | 11   | 12    | 0    | 11   | 11   | 1    |
| Turn Type              | Perm |      |      | Perm |       | Perm | Perm |       |      | Perm |      | Perm |
| Protected Phases       |      | 4    |      |      | 8     |      |      | 2     |      |      | 6    |      |
| Permitted Phases       | 4    |      |      | 8    |       | 8    | 2    |       |      | 6    |      | 6    |
| Actuated Green, G (s)  | 17.8 | 17.8 |      | 17.8 | 17.8  | 17.8 | 1.3  | 1.3   |      | 1.3  | 1.3  | 1.3  |
| Effective Green, g (s) | 17.8 | 17.8 |      | 17.8 | 17.8  | 17.8 | 1.3  | 1.3   |      | 1.3  | 1.3  | 1.3  |
| Actuated g/C Ratio     | 0.66 | 0.66 |      | 0.66 | 0.66  | 0.66 | 0.05 | 0.05  |      | 0.05 | 0.05 | 0.05 |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   |      | 4.0  | 4.0  | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   |      | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 859  | 2205 |      | 899  | 1224  | 1040 | 89   | 83    |      | 89   | 89   | 76   |
| v/s Ratio Prot         |      | 0.01 |      |      | c0.05 |      |      | c0.01 |      |      | 0.01 |      |
| v/s Ratio Perm         | 0.01 |      |      | 0.01 |       | 0.00 | 0.01 |       |      | 0.01 |      | 0.00 |
| v/c Ratio              | 0.01 | 0.01 |      | 0.01 | 0.07  | 0.01 | 0.12 | 0.14  |      | 0.12 | 0.12 | 0.01 |
| Uniform Delay, d1      | 1.6  | 1.6  |      | 1.6  | 1.7   | 1.6  | 12.4 | 12.4  |      | 12.4 | 12.4 | 12.3 |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |      | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2  | 0.0  | 0.0  |      | 0.0  | 0.0   | 0.0  | 0.6  | 0.8   |      | 0.6  | 0.6  | 0.0  |
| Delay (s)              | 1.6  | 1.6  |      | 1.6  | 1.7   | 1.6  | 13.0 | 13.1  |      | 13.0 | 13.0 | 12.3 |
| Level of Service       | A    | A    |      | A    | A     | A    | B    | B     |      | B    | B    | B    |
| Approach Delay (s)     |      | 1.6  |      |      | 1.7   |      |      | 13.1  |      |      | 12.8 |      |
| Approach LOS           |      | A    |      |      | A     |      |      | B     |      |      | B    |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 5.1   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.07  |                      |     |
| Actuated Cycle Length (s)         | 27.1  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 14: I-205 WB Ramps & 11th Street

2035 No Project  
 AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |   |   |  |  |  |  |  |  |   |  |  |
| Volume (vph)                      | 0   | 0   | 0   | 1890  | 0   | 260   | 0  | 1260  | 440   | 0   | 430   | 30  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   |   |   | 4.0   | 4.0   | 4.0   |  | 4.0   | 4.0   |   | 4.0   | 4.0   |
| Lane Util. Factor                 |   |   |   | 0.91  | 0.91  | 1.00  |  | 0.95  | 0.88  |   | 0.91  | 1.00  |
| Fr <sub>t</sub>                   |   |   |   | 1.00  | 1.00  | 0.85  |  | 1.00  | 0.85  |   | 1.00  | 0.85  |
| Fl <sub>t</sub> Protected         |   |   |   | 0.95  | 0.95  | 1.00  |  | 1.00  | 1.00  |   | 1.00  | 1.00  |
| Satd. Flow (prot)                 |   |   |   | 3221  | 1610  | 1583  |  | 3539  | 2787  |   | 5085  | 1583  |
| Fl <sub>t</sub> Permitted         |   |   |   | 0.95  | 0.95  | 1.00  |  | 1.00  | 1.00  |   | 1.00  | 1.00  |
| Satd. Flow (perm)                 |   |   |   | 3221  | 1610  | 1583  |  | 3539  | 2787  |   | 5085  | 1583  |
| Peak-hour factor, PHF             | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)                   | 0   | 0   | 0   | 1989  | 0   | 274   | 0  | 1326  | 463   | 0   | 453   | 32  |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 18  |
| Lane Group Flow (vph)             | 0   | 0   | 0   | 1333  | 656   | 274   | 0  | 1326  | 463   | 0   | 453   | 14  |
| Turn Type                         |   |   |   | Split   |   | Free  |  |   | pm+ov   |   |   | Perm  |
| Protected Phases                  |   |   |   | 8   | 8   |   |  | 2   | 8   |   | 6   |   |
| Permitted Phases                  |   |   |   |   |   | Free  |  |   | 2   |   |   | 6   |
| Actuated Green, G (s)             |   |   |   | 34.9  | 34.9  | 75.0  |  | 32.1  | 67.0  |   | 32.1  | 32.1  |
| Effective Green, g (s)            |   |   |   | 34.9  | 34.9  | 75.0  |  | 32.1  | 67.0  |   | 32.1  | 32.1  |
| Actuated g/C Ratio                |   |   |   | 0.47  | 0.47  | 1.00  |  | 0.43  | 0.89  |   | 0.43  | 0.43  |
| Clearance Time (s)                |   |   |   | 4.0   | 4.0   |   |  | 4.0   | 4.0   |   | 4.0   | 4.0   |
| Vehicle Extension (s)             |   |   |   | 3.0   | 3.0   |   |  | 3.0   | 3.0   |   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                |   |   |   | 1499  | 749   | 1583  |  | 1515  | 2787  |   | 2176  | 678   |
| v/s Ratio Prot                    |   |   |   | c0.41   | 0.41  |   |  | c0.37   | 0.08  |   | 0.09  |   |
| v/s Ratio Perm                    |   |   |   |   |   | 0.17  |  |   | 0.09  |   |   | 0.01  |
| v/c Ratio                         |   |   |   | 0.89  | 0.88  | 0.17  |  | 0.88  | 0.17  |   | 0.21  | 0.02  |
| Uniform Delay, d <sub>1</sub>     |   |   |   | 18.3  | 18.1  | 0.0   |  | 19.6  | 0.5   |   | 13.5  | 12.4  |
| Progression Factor                |   |   |   | 1.00  | 1.00  | 1.00  |  | 0.75  | 1.00  |   | 1.00  | 1.00  |
| Incremental Delay, d <sub>2</sub> |   |   |   | 6.8   | 11.2  | 0.2   |  | 7.0   | 0.0   |   | 0.2   | 0.1   |
| Delay (s)                         |   |   |   | 25.1  | 29.3  | 0.2   |  | 21.8  | 0.5   |   | 13.7  | 12.4  |
| Level of Service                  |   |   |   | C   | C   | A   |  | C   | A   |   | B   | B   |
| Approach Delay (s)                |   | 0.0   |   |   | 23.3  |   |  | 16.3  |   |   | 13.6  |   |
| Approach LOS                      |   | A   |   |   | C   |   |  | B   |   |   | B   |   |

**Intersection Summary**

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 19.5  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.88  |                      |     |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 77.4% | ICU Level of Service | D   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 15: I-205 EB Ramps & 11th Street

2035 No Project  
 AM Peak Hour



| Movement                          | EBL   | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|-----------------------------------|-------|------|-------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations               |       | ↕    | ↗     |      |      |      |      | ↑↑↑  | ↗↘   |      | ↑↑↑   | ↗    |
| Volume (vph)                      | 50    | 0    | 710   | 0    | 0    | 0    | 0    | 1650 | 1130 | 0    | 2180  | 130  |
| Ideal Flow (vphpl)                | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)               |       | 4.0  | 4.0   |      |      |      |      | 4.0  | 4.0  |      | 4.0   | 4.0  |
| Lane Util. Factor                 |       | 1.00 | 1.00  |      |      |      |      | 0.91 | 0.88 |      | 0.91  | 1.00 |
| Fr <sub>t</sub>                   |       | 1.00 | 0.85  |      |      |      |      | 1.00 | 0.85 |      | 1.00  | 0.85 |
| Fl <sub>t</sub> Protected         |       | 0.95 | 1.00  |      |      |      |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Satd. Flow (prot)                 |       | 1770 | 1583  |      |      |      |      | 5085 | 2787 |      | 5085  | 1583 |
| Fl <sub>t</sub> Permitted         |       | 0.95 | 1.00  |      |      |      |      | 1.00 | 1.00 |      | 1.00  | 1.00 |
| Satd. Flow (perm)                 |       | 1770 | 1583  |      |      |      |      | 5085 | 2787 |      | 5085  | 1583 |
| Peak-hour factor, PHF             | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)                   | 53    | 0    | 747   | 0    | 0    | 0    | 0    | 1737 | 1189 | 0    | 2295  | 137  |
| RTOR Reduction (vph)              | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 211  | 0    | 0     | 24   |
| Lane Group Flow (vph)             | 0     | 53   | 747   | 0    | 0    | 0    | 0    | 1737 | 978  | 0    | 2295  | 113  |
| Turn Type                         | Split |      | Free  |      |      |      |      |      | Perm |      |       | Perm |
| Protected Phases                  | 4     | 4    |       |      |      |      |      | 2    |      |      | 6     |      |
| Permitted Phases                  |       |      | Free  |      |      |      |      |      | 2    |      |       | 6    |
| Actuated Green, G (s)             |       | 5.3  | 75.0  |      |      |      |      | 61.7 | 61.7 |      | 61.7  | 61.7 |
| Effective Green, g (s)            |       | 5.3  | 75.0  |      |      |      |      | 61.7 | 61.7 |      | 61.7  | 61.7 |
| Actuated g/C Ratio                |       | 0.07 | 1.00  |      |      |      |      | 0.82 | 0.82 |      | 0.82  | 0.82 |
| Clearance Time (s)                |       | 4.0  |       |      |      |      |      | 4.0  | 4.0  |      | 4.0   | 4.0  |
| Vehicle Extension (s)             |       | 3.0  |       |      |      |      |      | 3.0  | 3.0  |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)                |       | 125  | 1583  |      |      |      |      | 4183 | 2293 |      | 4183  | 1302 |
| v/s Ratio Prot                    |       | 0.03 |       |      |      |      |      | 0.34 |      |      | c0.45 |      |
| v/s Ratio Perm                    |       |      | c0.47 |      |      |      |      |      | 0.35 |      |       | 0.07 |
| v/c Ratio                         |       | 0.42 | 0.47  |      |      |      |      | 0.42 | 0.43 |      | 0.55  | 0.09 |
| Uniform Delay, d <sub>1</sub>     |       | 33.4 | 0.0   |      |      |      |      | 1.8  | 1.8  |      | 2.1   | 1.3  |
| Progression Factor                |       | 1.00 | 1.00  |      |      |      |      | 0.46 | 1.67 |      | 0.11  | 0.00 |
| Incremental Delay, d <sub>2</sub> |       | 2.3  | 1.0   |      |      |      |      | 0.3  | 0.5  |      | 0.3   | 0.1  |
| Delay (s)                         |       | 35.7 | 1.0   |      |      |      |      | 1.1  | 3.5  |      | 0.6   | 0.1  |
| Level of Service                  |       | D    | A     |      |      |      |      | A    | A    |      | A     | A    |
| Approach Delay (s)                |       | 3.3  |       |      | 0.0  |      |      | 2.1  |      |      | 0.5   |      |
| Approach LOS                      |       | A    |       |      | A    |      |      | A    |      |      | A     |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 1.6   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.54  |                      |     |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 4.0 |
| Intersection Capacity Utilization | 52.1% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |




































HCM Signalized Intersection Capacity Analysis  
 16: Commerce Way & 11th Street

2035 No Project  
 AM Peak Hour

| Movement                          | EBL   | EBT  | EBR   | WBL                  | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT  | SBR   |
|-----------------------------------|-------|------|-------|----------------------|-------|-------|------|-------|-------|-------|------|-------|
| Lane Configurations               |       |      |       |                      |       |       |      |       |       |       |      |       |
| Volume (vph)                      | 700   | 50   | 100   | 10                   | 80    | 470   | 220  | 1610  | 10    | 530   | 1290 | 1070  |
| Ideal Flow (vphpl)                | 1900  | 1900 | 1900  | 1900                 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900 | 1900  |
| Total Lost time (s)               | 4.0   | 4.0  | 4.0   | 4.0                  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |
| Lane Util. Factor                 | 0.94  | 1.00 | 1.00  | 1.00                 | 1.00  | 1.00  | 0.97 | 0.86  | 1.00  | 0.97  | 0.91 | 0.88  |
| Frt                               | 1.00  | 1.00 | 0.85  | 1.00                 | 1.00  | 0.85  | 1.00 | 1.00  | 0.85  | 1.00  | 1.00 | 0.85  |
| Flt Protected                     | 0.95  | 1.00 | 1.00  | 0.95                 | 1.00  | 1.00  | 0.95 | 1.00  | 1.00  | 0.95  | 1.00 | 1.00  |
| Satd. Flow (prot)                 | 4990  | 1863 | 1583  | 1770                 | 1863  | 1583  | 3433 | 6408  | 1583  | 3433  | 5085 | 2787  |
| Flt Permitted                     | 0.95  | 1.00 | 1.00  | 0.95                 | 1.00  | 1.00  | 0.95 | 1.00  | 1.00  | 0.95  | 1.00 | 1.00  |
| Satd. Flow (perm)                 | 4990  | 1863 | 1583  | 1770                 | 1863  | 1583  | 3433 | 6408  | 1583  | 3433  | 5085 | 2787  |
| Peak-hour factor, PHF             | 0.95  | 0.95 | 0.95  | 0.95                 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95  | 0.95  | 0.95 | 0.95  |
| Adj. Flow (vph)                   | 737   | 53   | 105   | 11                   | 84    | 495   | 232  | 1695  | 11    | 558   | 1358 | 1126  |
| RTOR Reduction (vph)              | 0     | 0    | 0     | 0                    | 0     | 0     | 0    | 0     | 5     | 0     | 0    | 0     |
| Lane Group Flow (vph)             | 737   | 53   | 105   | 11                   | 84    | 495   | 232  | 1695  | 6     | 558   | 1358 | 1126  |
| Turn Type                         | Split |      | Free  | Split                |       | Free  | Prot |       | pm+ov | Prot  |      | Free  |
| Protected Phases                  | 4     | 4    |       | 8                    | 8     |       | 5    | 2     | 8     | 1     | 6    |       |
| Permitted Phases                  |       |      | Free  |                      |       | Free  |      |       | 2     |       |      | Free  |
| Actuated Green, G (s)             | 29.7  | 29.7 | 150.0 | 12.1                 | 12.1  | 150.0 | 12.7 | 69.2  | 81.3  | 23.0  | 79.5 | 150.0 |
| Effective Green, g (s)            | 29.7  | 29.7 | 150.0 | 12.1                 | 12.1  | 150.0 | 12.7 | 69.2  | 81.3  | 23.0  | 79.5 | 150.0 |
| Actuated g/C Ratio                | 0.20  | 0.20 | 1.00  | 0.08                 | 0.08  | 1.00  | 0.08 | 0.46  | 0.54  | 0.15  | 0.53 | 1.00  |
| Clearance Time (s)                | 4.0   | 4.0  |       | 4.0                  | 4.0   |       | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0  |       | 3.0                  | 3.0   |       | 3.0  | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   |
| Lane Grp Cap (vph)                | 988   | 369  | 1583  | 143                  | 150   | 1583  | 291  | 2956  | 858   | 526   | 2695 | 2787  |
| v/s Ratio Prot                    | c0.15 | 0.03 |       | 0.01                 | c0.05 |       | 0.07 | c0.26 | 0.00  | c0.16 | 0.27 |       |
| v/s Ratio Perm                    |       |      | 0.07  |                      |       | 0.31  |      |       | 0.00  |       |      | 0.40  |
| v/c Ratio                         | 0.75  | 0.14 | 0.07  | 0.08                 | 0.56  | 0.31  | 0.80 | 0.57  | 0.01  | 1.06  | 0.50 | 0.40  |
| Uniform Delay, d1                 | 56.6  | 49.7 | 0.0   | 63.8                 | 66.4  | 0.0   | 67.4 | 29.6  | 15.8  | 63.5  | 22.6 | 0.0   |
| Progression Factor                | 1.00  | 1.00 | 1.00  | 1.00                 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 0.87  | 0.84 | 1.00  |
| Incremental Delay, d2             | 3.1   | 0.2  | 0.1   | 0.2                  | 4.7   | 0.5   | 14.0 | 0.8   | 0.0   | 53.8  | 0.6  | 0.4   |
| Delay (s)                         | 59.7  | 49.8 | 0.1   | 64.0                 | 71.1  | 0.5   | 81.4 | 30.4  | 15.8  | 109.4 | 19.6 | 0.4   |
| Level of Service                  | E     | D    | A     | E                    | E     | A     | F    | C     | B     | F     | B    | A     |
| Approach Delay (s)                |       | 52.1 |       |                      | 11.7  |       |      | 36.4  |       |       | 29.0 |       |
| Approach LOS                      |       | D    |       |                      | B     |       |      | D     |       |       | C    |       |
| <b>Intersection Summary</b>       |       |      |       |                      |       |       |      |       |       |       |      |       |
| HCM Average Control Delay         |       |      | 32.8  | HCM Level of Service |       |       |      | C     |       |       |      |       |
| HCM Volume to Capacity ratio      |       |      | 0.69  |                      |       |       |      |       |       |       |      |       |
| Actuated Cycle Length (s)         |       |      | 150.0 | Sum of lost time (s) |       |       |      | 16.0  |       |       |      |       |
| Intersection Capacity Utilization |       |      | 68.4% | ICU Level of Service |       |       |      | C     |       |       |      |       |
| Analysis Period (min)             |       |      | 15    |                      |       |       |      |       |       |       |      |       |
| c Critical Lane Group             |       |      |       |                      |       |       |      |       |       |       |      |       |

HCM Signalized Intersection Capacity Analysis  
17: 11th Street & Lammers Road

2035 No Project  
AM Peak Hour

|                                   |  |    |  |    |    |  |   |   |   |  |   |   |
|-----------------------------------|---|---|---|---|---|---|---|--|--|---|--|--|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations               |  | <br><br> |  | <br><br> | <br><br> |  | <br> | <br> | <br> |  | <br> | <br> |
| Volume (vph)                      | 40  | 620   | 710   | 820   | 940   | 90  | 910   | 330  | 840  | 60  | 270  | 80   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900   | 1900  | 1900   | 1900   |
| Total Lost time (s)               | 5.5   | 6.1   | 4.0   | 5.5   | 6.1   | 6.1   | 5.5   | 6.1  | 4.0  | 5.5   | 6.1  | 6.1  |
| Lane Util. Factor                 | 1.00  | 0.91  | 1.00  | 0.97  | 0.91  | 1.00  | 0.97  | 0.95   | 1.00   | 0.97  | 0.95   | 1.00   |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 0.98   | 1.00  | 1.00   | 1.00   |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00   | 1.00  | 1.00   | 1.00   |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00   | 0.85   | 1.00  | 1.00   | 0.85   |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00   | 1.00   | 0.95  | 1.00   | 1.00   |
| Satd. Flow (prot)                 | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 3433  | 3539   | 1558   | 3433  | 3539   | 1583   |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00   | 1.00   | 0.95  | 1.00   | 1.00   |
| Satd. Flow (perm)                 | 1770  | 5085  | 1583  | 3433  | 5085  | 1583  | 3433  | 3539   | 1558   | 3433  | 3539   | 1583   |
| Peak-hour factor, PHF             | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95   | 0.95  | 0.95   | 0.95   |
| Adj. Flow (vph)                   | 42  | 653   | 747   | 863   | 989   | 95  | 958   | 347  | 884  | 63  | 284  | 84   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 0   | 62  | 0   | 0  | 0  | 0   | 0  | 74   |
| Lane Group Flow (vph)             | 42  | 653   | 747   | 863   | 989   | 33  | 958   | 347  | 884  | 63  | 284  | 10   |
| Confl. Peds. (#/hr)               |   |   |   |   |   |   |   |  | 14   | 14  |  |  |
| Turn Type                         | Prot  |   | Free  | Prot  |   | Perm  | Prot  |  | Free   | Prot  |  | Perm   |
| Protected Phases                  | 5   | 2   |   | 1   | 6   |   | 7   | 4  |  | 3   | 8  |  |
| Permitted Phases                  |   |   | Free  |   |   | 6   |   |  | Free   |   |  | 8  |
| Actuated Green, G (s)             | 10.2  | 21.0  | 121.8   | 31.0  | 41.8  | 41.8  | 31.6  | 17.4   | 121.8  | 29.2  | 15.0   | 15.0   |
| Effective Green, g (s)            | 10.2  | 21.0  | 121.8   | 31.0  | 41.8  | 41.8  | 31.6  | 17.4   | 121.8  | 29.2  | 15.0   | 15.0   |
| Actuated g/C Ratio                | 0.08  | 0.17  | 1.00  | 0.25  | 0.34  | 0.34  | 0.26  | 0.14   | 1.00   | 0.24  | 0.12   | 0.12   |
| Clearance Time (s)                | 5.5   | 6.1   |   | 5.5   | 6.1   | 6.1   | 5.5   | 6.1  |  | 5.5   | 6.1  | 6.1  |
| Vehicle Extension (s)             | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  |  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)                | 148   | 877   | 1583  | 874   | 1745  | 543   | 891   | 506  | 1558   | 823   | 436  | 195  |
| v/s Ratio Prot                    | 0.02  | c0.13   |   | c0.25   | 0.19  |   | c0.28   | 0.10   |  | 0.02  | 0.08   |  |
| v/s Ratio Perm                    |   |   | 0.47  |   |   | 0.02  |   |  | c0.57  |   |  | 0.01   |
| v/c Ratio                         | 0.28  | 0.74  | 0.47  | 0.99  | 0.57  | 0.06  | 1.08  | 0.69   | 0.57   | 0.08  | 0.65   | 0.05   |
| Uniform Delay, d1                 | 52.4  | 47.9  | 0.0   | 45.2  | 32.6  | 26.8  | 45.1  | 49.6   | 0.0  | 35.9  | 50.9   | 47.1   |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00   | 1.00  | 1.00   | 1.00   |
| Incremental Delay, d2             | 1.1   | 3.5   | 1.0   | 27.1  | 0.4   | 0.0   | 52.5  | 3.8  | 1.5  | 0.0   | 3.5  | 0.1  |
| Delay (s)                         | 53.4  | 51.3  | 1.0   | 72.3  | 33.0  | 26.9  | 97.6  | 53.4   | 1.5  | 35.9  | 54.4   | 47.2   |
| Level of Service                  | D   | D   | A   | E   | C   | C   | F   | D  | A  | D   | D  | D  |
| Approach Delay (s)                |   | 25.3  |   |   | 50.1  |   |   | 51.8   |  |   | 50.3   |  |
| Approach LOS                      |   | C   |   |   | D   |   |   | D  |  |   | D  |  |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |  |  |   |  |  |
| HCM Average Control Delay         |   |   | 44.8  |   |   |   | HCM Level of Service  |  |  | D   |  |  |
| HCM Volume to Capacity ratio      |   |   | 0.85  |   |   |   |   |  |  |   |  |  |
| Actuated Cycle Length (s)         |   |   | 121.8   |   |   |   | Sum of lost time (s)  |  | 11.6   |   |  |  |
| Intersection Capacity Utilization |   |   | 88.1%   |   |   |   | ICU Level of Service  |  | E  |   |  |  |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |  |  |   |  |  |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 18: Schulte Road & Lammers Road

2035 No Project  
 AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR   |
|------------------------|------|------|------|-------|-------|------|------|-------|------|-------|------|-------|
| Lane Configurations    | ↗    | ↕↗   |      | ↗     | ↕↗    |      | ↗    | ↕↕↕   | ↗    | ↗     | ↕↕↕  | ↗     |
| Volume (vph)           | 10   | 20   | 10   | 60    | 80    | 220  | 10   | 2360  | 30   | 70    | 1540 | 10    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0   | 4.0   |      | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   |
| Lane Util. Factor      | 1.00 | 0.95 |      | 1.00  | 0.95  |      | 1.00 | 0.91  | 1.00 | 1.00  | 0.91 | 1.00  |
| Frt                    | 1.00 | 0.95 |      | 1.00  | 0.89  |      | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85  |
| Flt Protected          | 0.95 | 1.00 |      | 0.95  | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00  |
| Satd. Flow (prot)      | 1770 | 3357 |      | 1770  | 3149  |      | 1770 | 5085  | 1583 | 1770  | 5085 | 1583  |
| Flt Permitted          | 0.95 | 1.00 |      | 0.95  | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00  |
| Satd. Flow (perm)      | 1770 | 3357 |      | 1770  | 3149  |      | 1770 | 5085  | 1583 | 1770  | 5085 | 1583  |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95  |
| Adj. Flow (vph)        | 11   | 21   | 11   | 63    | 84    | 232  | 11   | 2484  | 32   | 74    | 1621 | 11    |
| RTOR Reduction (vph)   | 0    | 10   | 0    | 0     | 148   | 0    | 0    | 0     | 8    | 0     | 0    | 3     |
| Lane Group Flow (vph)  | 11   | 22   | 0    | 63    | 168   | 0    | 11   | 2484  | 24   | 74    | 1621 | 8     |
| Turn Type              | Prot |      |      | Prot  |       |      | Prot | pm+ov |      | Prot  |      | pm+ov |
| Protected Phases       | 7    | 4    |      | 3     | 8     |      | 5    | 2     | 3    | 1     | 6    | 7     |
| Permitted Phases       |      |      |      |       |       |      |      |       | 2    |       |      | 6     |
| Actuated Green, G (s)  | 2.2  | 8.1  |      | 5.2   | 11.1  |      | 1.1  | 60.7  | 65.9 | 6.0   | 65.6 | 67.8  |
| Effective Green, g (s) | 2.2  | 8.1  |      | 5.2   | 11.1  |      | 1.1  | 60.7  | 65.9 | 6.0   | 65.6 | 67.8  |
| Actuated g/C Ratio     | 0.02 | 0.08 |      | 0.05  | 0.12  |      | 0.01 | 0.63  | 0.69 | 0.06  | 0.68 | 0.71  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0   | 4.0   |      | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0   | 3.0   |      | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   |
| Lane Grp Cap (vph)     | 41   | 283  |      | 96    | 364   |      | 20   | 3215  | 1153 | 111   | 3475 | 1184  |
| v/s Ratio Prot         | 0.01 | 0.01 |      | c0.04 | c0.05 |      | 0.01 | c0.49 | 0.00 | c0.04 | 0.32 | 0.00  |
| v/s Ratio Perm         |      |      |      |       |       |      |      |       | 0.01 |       |      | 0.00  |
| v/c Ratio              | 0.27 | 0.08 |      | 0.66  | 0.46  |      | 0.55 | 0.77  | 0.02 | 0.67  | 0.47 | 0.01  |
| Uniform Delay, d1      | 46.1 | 40.5 |      | 44.5  | 39.7  |      | 47.2 | 12.7  | 4.8  | 44.0  | 7.1  | 4.2   |
| Progression Factor     | 1.00 | 1.00 |      | 1.00  | 1.00  |      | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Incremental Delay, d2  | 3.5  | 0.1  |      | 15.0  | 0.9   |      | 28.9 | 1.2   | 0.0  | 14.1  | 0.1  | 0.0   |
| Delay (s)              | 49.6 | 40.6 |      | 59.5  | 40.6  |      | 76.1 | 13.9  | 4.8  | 58.1  | 7.2  | 4.2   |
| Level of Service       | D    | D    |      | E     | D     |      | E    | B     | A    | E     | A    | A     |
| Approach Delay (s)     |      | 42.9 |      |       | 43.7  |      |      | 14.0  |      |       | 9.4  |       |
| Approach LOS           |      | D    |      |       | D     |      |      | B     |      |       | A    |       |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 15.0  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.73  |                      |      |
| Actuated Cycle Length (s)         | 96.0  | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 69.5% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |



HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

2035 No Project  
 AM Peak Hour



| Movement                          | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|-------|------|------|------|------|-------|-------|------|------|------|------|
| Lane Configurations               |      | ↕     | ↗    |      | ↔    |      | ↖     | ↑↑↑   | ↗    | ↖    | ↑↑↑  | ↗    |
| Volume (vph)                      | 40   | 10    | 40   | 10   | 10   | 10   | 250   | 2310  | 10   | 10   | 1530 | 90   |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               |      | 4.0   | 4.0  |      | 4.0  |      | 4.0   | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  |
| Lane Util. Factor                 |      | 1.00  | 1.00 |      | 1.00 |      | 1.00  | 0.91  | 1.00 | 1.00 | 0.91 | 1.00 |
| Fr <sub>t</sub>                   |      | 1.00  | 0.85 |      | 0.95 |      | 1.00  | 1.00  | 0.85 | 1.00 | 1.00 | 0.85 |
| Fl <sub>t</sub> Protected         |      | 0.96  | 1.00 |      | 0.98 |      | 0.95  | 1.00  | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot)                 |      | 1792  | 1583 |      | 1750 |      | 1770  | 5085  | 1583 | 1770 | 5085 | 1583 |
| Fl <sub>t</sub> Permitted         |      | 0.75  | 1.00 |      | 0.87 |      | 0.95  | 1.00  | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm)                 |      | 1394  | 1583 |      | 1544 |      | 1770  | 5085  | 1583 | 1770 | 5085 | 1583 |
| Peak-hour factor, PHF             | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)                   | 42   | 11    | 42   | 11   | 11   | 11   | 263   | 2432  | 11   | 11   | 1611 | 95   |
| RTOR Reduction (vph)              | 0    | 0     | 0    | 0    | 10   | 0    | 0     | 0     | 2    | 0    | 0    | 44   |
| Lane Group Flow (vph)             | 0    | 53    | 42   | 0    | 23   | 0    | 263   | 2432  | 9    | 11   | 1611 | 51   |
| Turn Type                         | Perm |       | Free | Perm |      |      | Prot  |       | Perm | Prot |      | Perm |
| Protected Phases                  |      | 4     |      | 8    |      |      | 5     | 2     |      | 1    |      | 6    |
| Permitted Phases                  | 4    |       | Free | 8    |      |      |       |       | 2    |      |      | 6    |
| Actuated Green, G (s)             |      | 4.8   | 70.7 |      | 4.8  |      | 16.8  | 53.0  | 53.0 | 0.9  | 37.1 | 37.1 |
| Effective Green, g (s)            |      | 4.8   | 70.7 |      | 4.8  |      | 16.8  | 53.0  | 53.0 | 0.9  | 37.1 | 37.1 |
| Actuated g/C Ratio                |      | 0.07  | 1.00 |      | 0.07 |      | 0.24  | 0.75  | 0.75 | 0.01 | 0.52 | 0.52 |
| Clearance Time (s)                |      | 4.0   |      |      | 4.0  |      | 4.0   | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  |
| Vehicle Extension (s)             |      | 3.0   |      |      | 3.0  |      | 3.0   | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)                |      | 95    | 1583 |      | 105  |      | 421   | 3812  | 1187 | 23   | 2668 | 831  |
| v/s Ratio Prot                    |      |       |      |      |      |      | c0.15 | c0.48 |      | 0.01 | 0.32 |      |
| v/s Ratio Perm                    |      | c0.04 | 0.03 |      | 0.01 |      |       |       | 0.01 |      |      | 0.03 |
| v/c Ratio                         |      | 0.56  | 0.03 |      | 0.22 |      | 0.62  | 0.64  | 0.01 | 0.48 | 0.60 | 0.06 |
| Uniform Delay, d <sub>1</sub>     |      | 31.9  | 0.0  |      | 31.2 |      | 24.1  | 4.2   | 2.2  | 34.7 | 11.7 | 8.3  |
| Progression Factor                |      | 1.00  | 1.00 |      | 1.00 |      | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d <sub>2</sub> |      | 6.9   | 0.0  |      | 1.0  |      | 2.9   | 0.4   | 0.0  | 14.8 | 0.4  | 0.0  |
| Delay (s)                         |      | 38.9  | 0.0  |      | 32.2 |      | 27.0  | 4.6   | 2.2  | 49.5 | 12.1 | 8.3  |
| Level of Service                  |      | D     | A    |      | C    |      | C     | A     | A    | D    | B    | A    |
| Approach Delay (s)                |      | 21.7  |      |      | 32.2 |      |       | 6.8   |      |      | 12.1 |      |
| Approach LOS                      |      | C     |      |      | C    |      |       | A     |      |      | B    |      |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| HCM Average Control Delay         | 9.3   | HCM Level of Service |
| HCM Volume to Capacity ratio      | 0.61  | A                    |
| Actuated Cycle Length (s)         | 70.7  | Sum of lost time (s) |
| Intersection Capacity Utilization | 66.3% | ICU Level of Service |
| Analysis Period (min)             | 15    | C                    |
| c Critical Lane Group             |       |                      |

HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

2035 No Project  
AM Peak Hour

| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR   | NBL   | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|------|-------|-------|-------|------|-------|------|------|
| Lane Configurations    |      |      |      |      |      |       |       |       |      |       |      |      |
| Volume (vph)           | 10   | 20   | 10   | 30   | 110  | 410   | 10    | 1880  | 20   | 210   | 1310 | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Lane Util. Factor      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 0.91  | 1.00 | 1.00  | 0.91 | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85  | 1.00  | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1770 | 1863 | 1583 | 1770 | 1863 | 1583  | 1770  | 5085  | 1583 | 1770  | 5085 | 1583 |
| Flt Permitted          | 0.65 | 1.00 | 1.00 | 0.74 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 1219 | 1863 | 1583 | 1385 | 1863 | 1583  | 1770  | 5085  | 1583 | 1770  | 5085 | 1583 |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 |
| Adj. Flow (vph)        | 11   | 21   | 11   | 32   | 116  | 432   | 11    | 1979  | 21   | 221   | 1379 | 11   |
| RTOR Reduction (vph)   | 0    | 0    | 9    | 0    | 0    | 191   | 0     | 0     | 10   | 0     | 0    | 4    |
| Lane Group Flow (vph)  | 11   | 21   | 2    | 32   | 116  | 241   | 11    | 1979  | 11   | 221   | 1379 | 7    |
| Turn Type              | Perm |      | Perm | Perm |      | Perm  | Prot  |       | Perm | Prot  |      | Perm |
| Protected Phases       |      | 4    |      |      | 8    |       | 5     | 2     |      | 1     | 6    |      |
| Permitted Phases       | 4    |      | 4    | 8    |      | 8     |       |       | 2    |       |      | 6    |
| Actuated Green, G (s)  | 17.9 | 17.9 | 17.9 | 17.9 | 17.9 | 17.9  | 0.7   | 42.8  | 42.8 | 14.0  | 56.1 | 56.1 |
| Effective Green, g (s) | 17.9 | 17.9 | 17.9 | 17.9 | 17.9 | 17.9  | 0.7   | 42.8  | 42.8 | 14.0  | 56.1 | 56.1 |
| Actuated g/C Ratio     | 0.21 | 0.21 | 0.21 | 0.21 | 0.21 | 0.21  | 0.01  | 0.49  | 0.49 | 0.16  | 0.65 | 0.65 |
| Clearance Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 252  | 385  | 327  | 286  | 385  | 327   | 14    | 2510  | 781  | 286   | 3290 | 1024 |
| v/s Ratio Prot         |      | 0.01 |      |      | 0.06 |       | 0.01  | c0.39 |      | c0.12 | 0.27 |      |
| v/s Ratio Perm         | 0.01 |      | 0.00 | 0.02 |      | c0.15 |       |       | 0.01 |       |      | 0.00 |
| v/c Ratio              | 0.04 | 0.05 | 0.01 | 0.11 | 0.30 | 0.74  | 0.79  | 0.79  | 0.01 | 0.77  | 0.42 | 0.01 |
| Uniform Delay, d1      | 27.5 | 27.6 | 27.3 | 27.9 | 29.1 | 32.2  | 42.9  | 18.2  | 11.2 | 34.8  | 7.4  | 5.4  |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2  | 0.1  | 0.1  | 0.0  | 0.2  | 0.4  | 8.4   | 130.6 | 1.7   | 0.0  | 12.2  | 0.1  | 0.0  |
| Delay (s)              | 27.6 | 27.7 | 27.3 | 28.1 | 29.6 | 40.5  | 173.5 | 19.9  | 11.2 | 47.0  | 7.5  | 5.4  |
| Level of Service       | C    | C    | C    | C    | C    | D     | F     | B     | B    | D     | A    | A    |
| Approach Delay (s)     |      | 27.6 |      |      | 37.7 |       |       | 20.7  |      |       | 12.9 |      |
| Approach LOS           |      | C    |      |      | D    |       |       | C     |      |       | B    |      |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 20.1  | HCM Level of Service C    |
| HCM Volume to Capacity ratio      | 0.77  |                           |
| Actuated Cycle Length (s)         | 86.7  | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 75.0% | ICU Level of Service D    |
| Analysis Period (min)             | 15    |                           |
| c Critical Lane Group             |       |                           |

HCM Signalized Intersection Capacity Analysis  
 21: Linnie Road & Lammers Road

2035 No Project  
 AM Peak Hour



| Movement               | WBL   | WBR  | NBT   | NBR  | SBL  | SBT   |
|------------------------|-------|------|-------|------|------|-------|
| Lane Configurations    |       |      |       |      |      |       |
| Volume (vph)           | 220   | 300  | 1420  | 180  | 250  | 1020  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   |
| Lane Util. Factor      | 1.00  | 1.00 | 0.91  | 1.00 | 0.94 | 0.91  |
| Frt                    | 1.00  | 0.85 | 1.00  | 0.85 | 1.00 | 1.00  |
| Flt Protected          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95 | 1.00  |
| Satd. Flow (prot)      | 1770  | 1583 | 5085  | 1583 | 4990 | 5085  |
| Flt Permitted          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95 | 1.00  |
| Satd. Flow (perm)      | 1770  | 1583 | 5085  | 1583 | 4990 | 5085  |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  |
| Adj. Flow (vph)        | 232   | 316  | 1495  | 189  | 263  | 1074  |
| RTOR Reduction (vph)   | 0     | 270  | 0     | 106  | 0    | 0     |
| Lane Group Flow (vph)  | 232   | 46   | 1495  | 83   | 263  | 1074  |
| Turn Type              |       | Over |       | Perm | Prot |       |
| Protected Phases       | 8     | 1    | 2     |      | 1    | 6     |
| Permitted Phases       |       |      |       | 2    |      |       |
| Actuated Green, G (s)  | 13.6  | 9.0  | 27.0  | 27.0 | 9.0  | 40.0  |
| Effective Green, g (s) | 13.6  | 9.0  | 27.0  | 27.0 | 9.0  | 40.0  |
| Actuated g/C Ratio     | 0.22  | 0.15 | 0.44  | 0.44 | 0.15 | 0.65  |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   |
| Lane Grp Cap (vph)     | 391   | 231  | 2229  | 694  | 729  | 3302  |
| v/s Ratio Prot         | c0.13 | 0.03 | c0.29 |      | 0.05 | c0.21 |
| v/s Ratio Perm         |       |      |       | 0.05 |      |       |
| v/c Ratio              | 0.59  | 0.20 | 0.67  | 0.12 | 0.36 | 0.33  |
| Uniform Delay, d1      | 21.5  | 23.1 | 13.8  | 10.3 | 23.7 | 4.8   |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  |
| Incremental Delay, d2  | 2.4   | 0.4  | 0.8   | 0.1  | 0.3  | 0.1   |
| Delay (s)              | 23.9  | 23.6 | 14.6  | 10.3 | 24.0 | 4.9   |
| Level of Service       | C     | C    | B     | B    | C    | A     |
| Approach Delay (s)     | 23.7  |      | 14.1  |      |      | 8.6   |
| Approach LOS           | C     |      | B     |      |      | A     |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 13.5  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.60  |                      |      |
| Actuated Cycle Length (s)         | 61.6  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 54.4% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 22: I-580 WB Ramps & Lammers Road

2035 No Project  
 AM Peak Hour























| Movement                          | EBL  | EBT  | EBR  | WBL   | WBT  | WBR  | NBL  | NBT   | NBR   | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|------|-------|------|------|------|-------|-------|------|------|------|
| Lane Configurations               |      |      |      |       | ↕    | ↗    | ↖    | ↑↑    |       |      | ↑↑   | ↗    |
| Volume (vph)                      | 0    | 0    | 0    | 10    | 0    | 140  | 50   | 760   | 0     | 0    | 380  | 200  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)               |      |      |      |       | 4.0  | 4.0  | 4.0  | 4.0   |       |      | 4.0  | 4.0  |
| Lane Util. Factor                 |      |      |      |       | 1.00 | 1.00 | 1.00 | 0.95  |       |      | 0.95 | 1.00 |
| Fr <sub>t</sub>                   |      |      |      |       | 1.00 | 0.85 | 1.00 | 1.00  |       |      | 1.00 | 0.85 |
| Fl <sub>t</sub> Protected         |      |      |      |       | 0.95 | 1.00 | 0.95 | 1.00  |       |      | 1.00 | 1.00 |
| Satd. Flow (prot)                 |      |      |      |       | 1770 | 1583 | 1770 | 3539  |       |      | 3539 | 1583 |
| Fl <sub>t</sub> Permitted         |      |      |      |       | 0.95 | 1.00 | 0.95 | 1.00  |       |      | 1.00 | 1.00 |
| Satd. Flow (perm)                 |      |      |      |       | 1770 | 1583 | 1770 | 3539  |       |      | 3539 | 1583 |
| Peak-hour factor, PHF             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)                   | 0    | 0    | 0    | 11    | 0    | 147  | 53   | 800   | 0     | 0    | 400  | 211  |
| RTOR Reduction (vph)              | 0    | 0    | 0    | 0     | 0    | 120  | 0    | 0     | 0     | 0    | 0    | 71   |
| Lane Group Flow (vph)             | 0    | 0    | 0    | 0     | 11   | 27   | 53   | 800   | 0     | 0    | 400  | 140  |
| Turn Type                         |      |      |      | Split |      | Perm |      | Prot  |       |      |      | Perm |
| Protected Phases                  |      |      |      | 8     | 8    |      |      | 5     | 2     |      |      | 6    |
| Permitted Phases                  |      |      |      |       |      | 8    |      |       |       |      |      | 6    |
| Actuated Green, G (s)             |      |      |      |       | 6.3  | 6.3  |      | 5.2   | 55.7  |      |      | 46.5 |
| Effective Green, g (s)            |      |      |      |       | 6.3  | 6.3  |      | 5.2   | 55.7  |      |      | 46.5 |
| Actuated g/C Ratio                |      |      |      |       | 0.09 | 0.09 |      | 0.07  | 0.80  |      |      | 0.66 |
| Clearance Time (s)                |      |      |      |       | 4.0  | 4.0  |      | 4.0   | 4.0   |      |      | 4.0  |
| Vehicle Extension (s)             |      |      |      |       | 3.0  | 3.0  |      | 3.0   | 3.0   |      |      | 3.0  |
| Lane Grp Cap (vph)                |      |      |      |       | 159  | 142  |      | 131   | 2816  |      |      | 2351 |
| v/s Ratio Prot                    |      |      |      |       | 0.01 |      |      | c0.03 | c0.23 |      |      | 0.11 |
| v/s Ratio Perm                    |      |      |      |       |      |      |      | c0.02 |       |      |      | 0.09 |
| v/c Ratio                         |      |      |      |       | 0.07 | 0.19 |      | 0.40  | 0.28  |      |      | 0.17 |
| Uniform Delay, d <sub>1</sub>     |      |      |      |       | 29.2 | 29.5 |      | 30.9  | 1.9   |      |      | 4.4  |
| Progression Factor                |      |      |      |       | 1.00 | 1.00 |      | 1.06  | 0.79  |      |      | 1.00 |
| Incremental Delay, d <sub>2</sub> |      |      |      |       | 0.2  | 0.6  |      | 2.0   | 0.2   |      |      | 0.2  |
| Delay (s)                         |      |      |      |       | 29.4 | 30.1 |      | 34.7  | 1.7   |      |      | 4.6  |
| Level of Service                  |      |      |      |       | C    | C    |      | C     | A     |      |      | A    |
| Approach Delay (s)                |      | 0.0  |      |       | 30.1 |      |      | 3.8   |       |      | 4.6  |      |
| Approach LOS                      |      | A    |      |       | C    |      |      | A     |       |      | A    |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 6.6   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.28  |                      |     |
| Actuated Cycle Length (s)         | 70.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 37.2% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

























HCM Signalized Intersection Capacity Analysis  
 23: I-580 EB Ramps & Lammers Road

2035 No Project  
 AM Peak Hour

|                                   |  |  |  |  |  |  |  |   |  |  |   |  |
|-----------------------------------|---|---|---|---|---|---|--|--|---|---|--|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT  | NBR   | SBL   | SBT  | SBR   |
| Lane Configurations               |  |  |  |   |   |   |  | <br> |   |  | <br> |   |
| Volume (vph)                      | 100   | 0   | 30  | 0   | 0   | 0   | 0  | 710  | 10  | 70  | 310  | 0   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900   | 1900  | 1900  | 1900   | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   | 4.0   |   |   |   |  | 4.0  |   | 4.0   | 4.0  |   |
| Lane Util. Factor                 | 0.95  | 0.95  | 1.00  |   |   |   |  | 0.95   |   | 1.00  | 0.95   |   |
| Flt                               | 1.00  | 1.00  | 0.85  |   |   |   |  | 1.00   |   | 1.00  | 1.00   |   |
| Flt Protected                     | 0.95  | 0.95  | 1.00  |   |   |   |  | 1.00   |   | 0.95  | 1.00   |   |
| Satd. Flow (prot)                 | 1681  | 1681  | 1583  |   |   |   |  | 3532   |   | 1770  | 3539   |   |
| Flt Permitted                     | 0.95  | 0.95  | 1.00  |   |   |   |  | 1.00   |   | 0.95  | 1.00   |   |
| Satd. Flow (perm)                 | 1681  | 1681  | 1583  |   |   |   |  | 3532   |   | 1770  | 3539   |   |
| Peak-hour factor, PHF             | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95   | 0.95  | 0.95  | 0.95   | 0.95  |
| Adj. Flow (vph)                   | 105   | 0   | 32  | 0   | 0   | 0   | 0  | 747  | 11  | 74  | 326  | 0   |
| RTOR Reduction (vph)              | 0   | 0   | 29  | 0   | 0   | 0   | 0  | 1  | 0   | 0   | 0  | 0   |
| Lane Group Flow (vph)             | 52  | 53  | 3   | 0   | 0   | 0   | 0  | 757  | 0   | 74  | 326  | 0   |
| Turn Type                         | Perm  |   | Perm  |   |   |   |  |  | Prot  |   |  |   |
| Protected Phases                  |   | 4   |   |   |   |   |  | 2  |   | 1   | 6  |   |
| Permitted Phases                  | 4   |   | 4   |   |   |   |  |  |   |   |  |   |
| Actuated Green, G (s)             | 6.6   | 6.6   | 6.6   |   |   |   |  | 44.2   |   | 7.2   | 55.4   |   |
| Effective Green, g (s)            | 6.6   | 6.6   | 6.6   |   |   |   |  | 44.2   |   | 7.2   | 55.4   |   |
| Actuated g/C Ratio                | 0.09  | 0.09  | 0.09  |   |   |   |  | 0.63   |   | 0.10  | 0.79   |   |
| Clearance Time (s)                | 4.0   | 4.0   | 4.0   |   |   |   |  | 4.0  |   | 4.0   | 4.0  |   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   |   |   |   |  | 3.0  |   | 3.0   | 3.0  |   |
| Lane Grp Cap (vph)                | 158   | 158   | 149   |   |   |   |  | 2230   |   | 182   | 2801   |   |
| v/s Ratio Prot                    |   |   |   |   |   |   |  | c0.21  |   | c0.04   | 0.09   |   |
| v/s Ratio Perm                    | 0.03  | 0.03  | 0.00  |   |   |   |  |  |   |   |  |   |
| v/c Ratio                         | 0.33  | 0.34  | 0.02  |   |   |   |  | 0.34   |   | 0.41  | 0.12   |   |
| Uniform Delay, d1                 | 29.6  | 29.6  | 28.8  |   |   |   |  | 6.1  |   | 29.4  | 1.7  |   |
| Progression Factor                | 0.84  | 0.84  | 0.68  |   |   |   |  | 1.00   |   | 0.77  | 0.29   |   |
| Incremental Delay, d2             | 1.2   | 1.2   | 0.1   |   |   |   |  | 0.4  |   | 1.5   | 0.1  |   |
| Delay (s)                         | 26.0  | 26.1  | 19.6  |   |   |   |  | 6.5  |   | 24.0  | 0.6  |   |
| Level of Service                  | C   | C   | B   |   |   |   |  | A  |   | C   | A  |   |
| Approach Delay (s)                |   | 24.5  |   |   | 0.0   |   |  | 6.5  |   |   | 4.9  |   |
| Approach LOS                      |   | C   |   |   | A   |   |  | A  |   |   | A  |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |  |   |   |  |   |
| HCM Average Control Delay         |   |   | 7.9   |   |   |   |  | HCM Level of Service   |   | A   |  |   |
| HCM Volume to Capacity ratio      |   |   | 0.35  |   |   |   |  |  |   |   |  |   |
| Actuated Cycle Length (s)         |   |   | 70.0  |   |   |   |  | Sum of lost time (s)   |   | 12.0  |  |   |
| Intersection Capacity Utilization |   |   | 37.2%   |   |   |   |  | ICU Level of Service   |   | A   |  |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |  |   |   |  |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |  |   |   |  |   |

HCM Signalized Intersection Capacity Analysis  
117: Capital Parks Drive & Lammers Road

2035 No Project  
AM Peak Hour










|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)           | 70  | 10  | 80  | 110   | 210   | 30  | 820   | 1740  | 30  | 30  | 1230  | 530   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.97  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.97  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 3433  | 1863  | 1583  | 1770  | 1863  | 1583  | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 3433  | 1863  | 1583  | 1770  | 1863  | 1583  | 3433  | 5085  | 1583  | 1770  | 5085  | 1583  |
| Peak-hour factor, PHF  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)        | 74  | 11  | 84  | 116   | 221   | 32  | 863   | 1832  | 32  | 32  | 1295  | 558   |
| RTOR Reduction (vph)   | 0   | 0   | 0   | 0   | 0   | 26  | 0   | 0   | 12  | 0   | 0   | 0   |
| Lane Group Flow (vph)  | 74  | 11  | 84  | 116   | 221   | 6   | 863   | 1832  | 20  | 32  | 1295  | 558   |
| Turn Type              | Prot  |   | Free  | Prot  |   | Perm  | Prot  |   | Perm  | Prot  |   | Free  |
| Protected Phases       | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases       |   |   | Free  |   |   | 8   |   |   | 2   |   |   | Free  |
| Actuated Green, G (s)  | 4.6   | 3.9   | 100.6   | 19.6  | 18.9  | 18.9  | 29.2  | 57.7  | 57.7  | 3.4   | 31.9  | 100.6   |
| Effective Green, g (s) | 4.6   | 3.9   | 100.6   | 19.6  | 18.9  | 18.9  | 29.2  | 57.7  | 57.7  | 3.4   | 31.9  | 100.6   |
| Actuated g/C Ratio     | 0.05  | 0.04  | 1.00  | 0.19  | 0.19  | 0.19  | 0.29  | 0.57  | 0.57  | 0.03  | 0.32  | 1.00  |
| Clearance Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 157   | 72  | 1583  | 345   | 350   | 297   | 996   | 2917  | 908   | 60  | 1612  | 1583  |
| v/s Ratio Prot         | 0.02  | 0.01  |   | 0.07  | c0.12   |   | c0.25   | 0.36  |   | 0.02  | c0.25   |   |
| v/s Ratio Perm         |   |   | 0.05  |   |   | 0.00  |   |   | 0.01  |   |   | c0.35   |
| v/c Ratio              | 0.47  | 0.15  | 0.05  | 0.34  | 0.63  | 0.02  | 0.87  | 0.63  | 0.02  | 0.53  | 0.80  | 0.35  |
| Uniform Delay, d1      | 46.8  | 46.8  | 0.0   | 34.9  | 37.6  | 33.3  | 33.9  | 14.3  | 9.3   | 47.8  | 31.5  | 0.0   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 2.2   | 1.0   | 0.1   | 0.6   | 3.7   | 0.0   | 8.0   | 0.4   | 0.0   | 8.8   | 3.0   | 0.6   |
| Delay (s)              | 49.0  | 47.7  | 0.1   | 35.5  | 41.3  | 33.3  | 41.9  | 14.7  | 9.3   | 56.6  | 34.5  | 0.6   |
| Level of Service       | D   | D   | A   | D   | D   | C   | D   | B   | A   | E   | C   | A   |
| Approach Delay (s)     |   | 24.6  |   |   | 38.8  |   |   | 23.3  |   |   | 24.8  |   |
| Approach LOS           |   | C   |   |   | D   |   |   | C   |   |   | C   |   |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 25.0  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.74  |                      |      |
| Actuated Cycle Length (s)         | 100.6 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 74.9% | ICU Level of Service | D    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Unsignalized Intersection Capacity Analysis  
 119: Old Schulte Road & Lammers Road

2035 No Project  
 AM Peak Hour

|                                   |  |  |  |  |  |  |      |      |
|-----------------------------------|---|---|---|---|---|---|------|------|
| Movement                          | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |      |      |
| Lane Configurations               |  |   |  |   |   |  |      |      |
| Volume (veh/h)                    | 0   | 0   | 0   | 0   | 0   | 0   |      |      |
| Sign Control                      | Stop  |   | Free  |   |   | Free  |      |      |
| Grade                             | 0%  |   | 0%  |   |   | 0%  |      |      |
| Peak Hour Factor                  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |      |      |
| Hourly flow rate (vph)            | 0   | 0   | 0   | 0   | 0   | 0   |      |      |
| Pedestrians                       |   |   |   |   |   |   |      |      |
| Lane Width (ft)                   |   |   |   |   |   |   |      |      |
| Walking Speed (ft/s)              |   |   |   |   |   |   |      |      |
| Percent Blockage                  |   |   |   |   |   |   |      |      |
| Right turn flare (veh)            |   |   |   |   |   |   |      |      |
| Median type                       | None  |   |   |   | None  |   |      |      |
| Median storage (veh)              |   |   |   |   |   |   |      |      |
| Upstream signal (ft)              |   |   |   |   |   |   |      |      |
| pX, platoon unblocked             |   |   |   |   |   |   |      |      |
| vC, conflicting volume            | 0   | 0   |   |   | 0   |   |      |      |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |      |      |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |      |      |
| vCu, unblocked vol                | 0   | 0   |   |   | 0   |   |      |      |
| tC, single (s)                    | 6.8   | 6.9   |   |   | 4.1   |   |      |      |
| tC, 2 stage (s)                   |   |   |   |   |   |   |      |      |
| tF (s)                            | 3.5   | 3.3   |   |   | 2.2   |   |      |      |
| p0 queue free %                   | 100   | 100   |   |   | 100   |   |      |      |
| cM capacity (veh/h)               | 1023  | 1084  |   |   | 1622  |   |      |      |
| Direction, Lane #                 | WB 1  | NB 1  | NB 2  | NB 3  | SB 1  | SB 2  | SB 3 | SB 4 |
| Volume Total                      | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    |
| Volume Left                       | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    |
| Volume Right                      | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    |
| cSH                               | 1700  | 1700  | 1700  | 1700  | 1700  | 1700  | 1700 | 1700 |
| Volume to Capacity                | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00  | 0.00 | 0.00 |
| Queue Length 95th (ft)            | 0   | 0   | 0   | 0   | 0   | 0   | 0    | 0    |
| Control Delay (s)                 | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0  | 0.0  |
| Lane LOS                          | A   |   |   |   |   |   |      |      |
| Approach Delay (s)                | 0.0   | 0.0   |   |   | 0.0   |   |      |      |
| Approach LOS                      | A   |   |   |   |   |   |      |      |
| Intersection Summary              |   |   |   |   |   |   |      |      |
| Average Delay                     |   |   | 0.0   |   |   |   |      |      |
| Intersection Capacity Utilization |   |   | 0.0%  |   | ICU Level of Service  |   | A    |      |
| Analysis Period (min)             |   |   | 15  |   |   |   |      |      |

HCM Unsignalized Intersection Capacity Analysis  
4: New Schulte Road & Mountain House Parkway

2035 No Project  
PM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    | ↰    | ↱    | ↑    | ↱    | ↰    | ↑    |
| Volume (veh/h)         | 10   | 40   | 640  | 10   | 20   | 460  |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 11   | 42   | 674  | 11   | 21   | 484  |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      | 1043 |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1200 | 674  |      |      | 684  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1200 | 674  |      |      | 684  |      |
| tC, single (s)         | 6.4  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 95   | 91   |      |      | 98   |      |
| cM capacity (veh/h)    | 197  | 450  |      |      | 895  |      |

| Direction, Lane #      | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|------------------------|------|------|------|------|------|------|
| Volume Total           | 11   | 42   | 674  | 11   | 21   | 484  |
| Volume Left            | 11   | 0    | 0    | 0    | 21   | 0    |
| Volume Right           | 0    | 42   | 0    | 11   | 0    | 0    |
| cSH                    | 197  | 450  | 1700 | 1700 | 895  | 1700 |
| Volume to Capacity     | 0.05 | 0.09 | 0.40 | 0.01 | 0.02 | 0.28 |
| Queue Length 95th (ft) | 4    | 8    | 0    | 0    | 2    | 0    |
| Control Delay (s)      | 24.3 | 13.8 | 0.0  | 0.0  | 9.1  | 0.0  |
| Lane LOS               | C    | B    |      |      | A    |      |
| Approach Delay (s)     | 15.9 |      | 0.0  |      | 0.4  |      |
| Approach LOS           | C    |      |      |      |      |      |

| Intersection Summary              |  |  |       |  |                      |   |
|-----------------------------------|--|--|-------|--|----------------------|---|
| Average Delay                     |  |  | 0.8   |  |                      |   |
| Intersection Capacity Utilization |  |  | 43.7% |  | ICU Level of Service | A |
| Analysis Period (min)             |  |  | 15    |  |                      |   |



HCM Signalized Intersection Capacity Analysis  
5: Old Schulte Road & Mountain House Parkway

2035 No Project  
PM Peak Hour




















| Movement               | EBL   | EBT  | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL   | SBT   | SBR  |
|------------------------|-------|------|------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations    |       |      |      |       |       |      |       |       |      |       |       |      |
| Volume (vph)           | 10    | 10   | 10   | 100   | 10    | 130  | 10    | 310   | 300  | 120   | 270   | 10   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    | 7.5   | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5   | 7.5   | 7.5  | 7.5   | 7.5   | 7.5  |
| Lane Util. Factor      | 1.00  | 0.95 | 1.00 | 0.97  | 1.00  |      | 1.00  | 0.95  | 1.00 | 0.97  | 0.95  | 1.00 |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00  | 0.99  |      | 1.00  | 1.00  | 0.99 | 1.00  | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                    | 1.00  | 1.00 | 0.85 | 1.00  | 0.86  |      | 1.00  | 1.00  | 0.85 | 1.00  | 1.00  | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95  | 1.00  | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1717  | 3438 | 1538 | 3335  | 1539  |      | 1719  | 3438  | 1519 | 3335  | 3438  | 1538 |
| Flt Permitted          | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95  | 1.00  | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1717  | 3438 | 1538 | 3335  | 1539  |      | 1719  | 3438  | 1519 | 3335  | 3438  | 1538 |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 |
| Adj. Flow (vph)        | 11    | 11   | 11   | 105   | 11    | 137  | 11    | 326   | 316  | 126   | 284   | 11   |
| RTOR Reduction (vph)   | 0     | 0    | 10   | 0     | 110   | 0    | 0     | 0     | 241  | 0     | 0     | 7    |
| Lane Group Flow (vph)  | 11    | 11   | 1    | 105   | 38    | 0    | 11    | 326   | 75   | 126   | 284   | 4    |
| Confl. Peds. (#/hr)    | 2     |      |      |       |       | 2    |       |       | 1    | 1     |       |      |
| Heavy Vehicles (%)     | 5%    | 5%   | 5%   | 5%    | 5%    | 5%   | 5%    | 5%    | 5%   | 5%    | 5%    | 5%   |
| Turn Type              | Prot  |      | Perm | Prot  |       |      | Prot  |       | Perm | Prot  |       | Perm |
| Protected Phases       | 7     | 4    |      | 3     | 8     |      | 5     | 2     |      | 1     | 6     |      |
| Permitted Phases       |       |      | 4    |       |       |      |       |       | 2    |       |       | 6    |
| Actuated Green, G (s)  | 0.7   | 4.3  | 4.3  | 11.0  | 14.6  |      | 0.7   | 17.7  | 17.7 | 11.1  | 28.1  | 28.1 |
| Effective Green, g (s) | 0.7   | 4.3  | 4.3  | 11.0  | 14.6  |      | 0.7   | 17.7  | 17.7 | 11.1  | 28.1  | 28.1 |
| Actuated g/C Ratio     | 0.01  | 0.06 | 0.06 | 0.15  | 0.20  |      | 0.01  | 0.24  | 0.24 | 0.15  | 0.38  | 0.38 |
| Clearance Time (s)     | 7.5   | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5   | 7.5   | 7.5  | 7.5   | 7.5   | 7.5  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 16    | 200  | 89   | 495   | 303   |      | 16    | 821   | 363  | 500   | 1304  | 583  |
| v/s Ratio Prot         | 0.01  | 0.00 |      | c0.03 | c0.02 |      | 0.01  | c0.09 |      | c0.04 | c0.08 |      |
| v/s Ratio Perm         |       |      | 0.00 |       |       |      |       |       | 0.05 |       |       | 0.00 |
| v/c Ratio              | 0.69  | 0.06 | 0.01 | 0.21  | 0.13  |      | 0.69  | 0.40  | 0.21 | 0.25  | 0.22  | 0.01 |
| Uniform Delay, d1      | 36.6  | 33.0 | 32.9 | 27.7  | 24.5  |      | 36.6  | 23.7  | 22.6 | 27.8  | 15.6  | 14.3 |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 |
| Incremental Delay, d2  | 80.1  | 0.1  | 0.0  | 0.2   | 0.2   |      | 80.1  | 0.3   | 0.3  | 0.3   | 0.1   | 0.0  |
| Delay (s)              | 116.7 | 33.1 | 32.9 | 28.0  | 24.7  |      | 116.7 | 24.0  | 22.9 | 28.1  | 15.6  | 14.3 |
| Level of Service       | F     | C    | C    | C     | C     |      | F     | C     | C    | C     | B     | B    |
| Approach Delay (s)     |       | 60.9 |      |       | 26.0  |      |       | 25.0  |      |       | 19.3  |      |
| Approach LOS           |       | E    |      |       | C     |      |       | C     |      |       | B     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 24.3  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.30  |                      |      |
| Actuated Cycle Length (s)         | 74.1  | Sum of lost time (s) | 30.0 |
| Intersection Capacity Utilization | 54.5% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Unsignalized Intersection Capacity Analysis  
6: Mountain House Parkway & I-580 WB On-Ramp

2035 No Project  
PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |   |   |  |  |  |  |  |   |   |   |
| Volume (veh/h)                    | 10  | 400   | 0   | 0   | 320   | 110   | 10   | 0   | 250   | 0   | 0   | 0   |
| Sign Control                      |   | Free  |   |   | Free  |   |  | Stop  |   |   | Stop  |   |
| Grade                             |   | 0%  |   |   | 0%  |   |  | 0%  |   |   | 0%  |   |
| Peak Hour Factor                  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Hourly flow rate (vph)            | 11  | 421   | 0   | 0   | 337   | 116   | 11   | 0   | 263   | 0   | 0   | 0   |
| Pedestrians                       |   |   |   |   |   |   |  |   |   |   |   |   |
| Lane Width (ft)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| Walking Speed (ft/s)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Percent Blockage                  |   |   |   |   |   |   |  |   |   |   |   |   |
| Right turn flare (veh)            |   |   |   |   |   |   |  |   | 3   |   |   |   |
| Median type                       |   | None  |   |   | None  |   |  |   |   |   |   |   |
| Median storage (veh)              |   |   |   |   |   |   |  |   |   |   |   |   |
| Upstream signal (ft)              |   |   |   |   | 1190  |   |  |   |   |   |   |   |
| pX, platoon unblocked             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC, conflicting volume            | 337   |   |   | 421   |   |   | 779  | 779   | 421   | 779   | 779   | 337   |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |  |   |   |   |   |   |
| vCu, unblocked vol                | 337   |   |   | 421   |   |   | 779  | 779   | 421   | 779   | 779   | 337   |
| tC, single (s)                    | 4.1   |   |   | 4.1   |   |   | 7.1  | 6.5   | 6.2   | 7.1   | 6.5   | 6.2   |
| tC, 2 stage (s)                   |   |   |   |   |   |   |  |   |   |   |   |   |
| tF (s)                            | 2.2   |   |   | 2.2   |   |   | 3.5  | 4.0   | 3.3   | 3.5   | 4.0   | 3.3   |
| p0 queue free %                   | 99  |   |   | 100   |   |   | 97   | 100   | 58  | 100   | 100   | 100   |
| cM capacity (veh/h)               | 1206  |   |   | 1149  |   |   | 308  | 321   | 626   | 182   | 327   | 710   |
| <b>Direction, Lane #</b>          | <b>EB 1</b>   | <b>WB 1</b>   | <b>WB 2</b>   | <b>NB 1</b>   |   |   |  |   |   |   |   |   |
| Volume Total                      | 432   | 337   | 116   | 274   |   |   |  |   |   |   |   |   |
| Volume Left                       | 11  | 0   | 0   | 11  |   |   |  |   |   |   |   |   |
| Volume Right                      | 0   | 0   | 116   | 263   |   |   |  |   |   |   |   |   |
| cSH                               | 1206  | 1700  | 1700  | 651   |   |   |  |   |   |   |   |   |
| Volume to Capacity                | 0.01  | 0.20  | 0.07  | 0.42  |   |   |  |   |   |   |   |   |
| Queue Length 95th (ft)            | 1   | 0   | 0   | 52  |   |   |  |   |   |   |   |   |
| Control Delay (s)                 | 0.3   | 0.0   | 0.0   | 14.9  |   |   |  |   |   |   |   |   |
| Lane LOS                          | A   |   |   | B   |   |   |  |   |   |   |   |   |
| Approach Delay (s)                | 0.3   | 0.0   |   | 14.9  |   |   |  |   |   |   |   |   |
| Approach LOS                      |   |   |   | B   |   |   |  |   |   |   |   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| Average Delay                     |   |   | 3.6   |   |   |   |  |   |   |   |   |   |
| Intersection Capacity Utilization |   |   | 43.8%   |   | ICU Level of Service  |   |  |   | A   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

HCM Unsignalized Intersection Capacity Analysis  
7: Mountain House Parkway & I-580 EB Off-Ramp

2035 No Project  
PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations    |      | ↔    |      |      | ↔    |      |      |      |      |      | ↔    | ↔    |
| Volume (veh/h)         | 0    | 190  | 150  | 300  | 30   | 0    | 0    | 0    | 0    | 220  | 0    | 70   |
| Sign Control           |      | Free |      |      | Free |      |      | Stop |      |      | Stop |      |
| Grade                  |      | 0%   |      |      | 0%   |      |      | 0%   |      |      | 0%   |      |
| Peak Hour Factor       | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0    | 200  | 158  | 316  | 32   | 0    | 0    | 0    | 0    | 232  | 0    | 74   |
| Pedestrians            |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |      |      |      |      |      | 2    |
| Median type            |      | None |      |      | None |      |      |      |      |      |      |      |
| Median storage (veh)   |      |      |      |      |      |      |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC, conflicting volume | 32   |      |      | 358  |      |      | 942  | 942  | 279  | 942  | 1021 | 32   |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |      |      |      |      |      |      |
| vCu, unblocked vol     | 32   |      |      | 358  |      |      | 942  | 942  | 279  | 942  | 1021 | 32   |
| tC, single (s)         | 4.1  |      |      | 4.1  |      |      | 7.1  | 6.5  | 6.2  | 7.1  | 6.5  | 6.2  |
| tC, 2 stage (s)        |      |      |      |      |      |      |      |      |      |      |      |      |
| tF (s)                 | 2.2  |      |      | 2.2  |      |      | 3.5  | 4.0  | 3.3  | 3.5  | 4.0  | 3.3  |
| p0 queue free %        | 100  |      |      | 73   |      |      | 100  | 100  | 100  | 0    | 100  | 93   |
| cM capacity (veh/h)    | 1594 |      |      | 1184 |      |      | 181  | 194  | 765  | 191  | 171  | 1034 |

| Direction, Lane #      | EB 1 | WB 1 | SB 1  |
|------------------------|------|------|-------|
| Volume Total           | 358  | 347  | 305   |
| Volume Left            | 0    | 316  | 232   |
| Volume Right           | 158  | 0    | 74    |
| cSH                    | 1700 | 1184 | 239   |
| Volume to Capacity     | 0.21 | 0.27 | 1.28  |
| Queue Length 95th (ft) | 0    | 27   | 390   |
| Control Delay (s)      | 0.0  | 8.5  | 193.7 |
| Lane LOS               |      | A    | F     |
| Approach Delay (s)     | 0.0  | 8.5  | 193.7 |
| Approach LOS           |      |      | F     |

| Intersection Summary              |       |                        |
|-----------------------------------|-------|------------------------|
| Average Delay                     |       | 61.4                   |
| Intersection Capacity Utilization | 59.5% | ICU Level of Service B |
| Analysis Period (min)             |       | 15                     |

HCM Signalized Intersection Capacity Analysis  
8: Capital Parks Drive & Hansen Road

2035 No Project  
PM Peak Hour



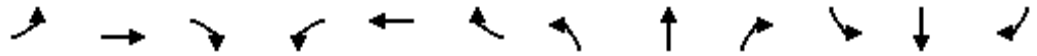
| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|------|-------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |      |      |       |      |      |      |
| Volume (vph)           | 10   | 10   | 10   | 350  | 50   | 10   | 10   | 60   | 490   | 10   | 50   | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  |      |
| Lane Util. Factor      | 1.00 | 1.00 | 1.00 | 0.97 | 0.95 |      | 0.97 | 1.00 | 1.00  | 1.00 | 1.00 |      |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 |      | 1.00 | 1.00 | 0.85  | 1.00 | 0.97 |      |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |      | 0.95 | 1.00 | 1.00  | 0.95 | 1.00 |      |
| Satd. Flow (prot)      | 1770 | 1863 | 1583 | 3433 | 3448 |      | 3433 | 1863 | 1583  | 1770 | 1815 |      |
| Flt Permitted          | 0.71 | 1.00 | 1.00 | 0.75 | 1.00 |      | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |      |
| Satd. Flow (perm)      | 1328 | 1863 | 1583 | 2712 | 3448 |      | 3614 | 1863 | 1583  | 1863 | 1815 |      |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)        | 11   | 11   | 11   | 368  | 53   | 11   | 11   | 63   | 516   | 11   | 53   | 11   |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0    | 4    | 0    | 0    | 0    | 0     | 0    | 10   | 0    |
| Lane Group Flow (vph)  | 11   | 11   | 11   | 368  | 60   | 0    | 11   | 63   | 516   | 11   | 54   | 0    |
| Turn Type              | Perm |      | Free | Perm |      | Perm |      | Free | Perm  |      |      |      |
| Protected Phases       | 4    |      |      | 8    |      | 2    |      |      | 6     |      |      |      |
| Permitted Phases       | 4    |      | Free | 8    |      | 2    |      | Free | 6     |      |      |      |
| Actuated Green, G (s)  | 16.9 | 16.9 | 27.7 | 16.9 | 16.9 |      | 2.8  | 2.8  | 27.7  | 2.8  | 2.8  |      |
| Effective Green, g (s) | 16.9 | 16.9 | 27.7 | 16.9 | 16.9 |      | 2.8  | 2.8  | 27.7  | 2.8  | 2.8  |      |
| Actuated g/C Ratio     | 0.61 | 0.61 | 1.00 | 0.61 | 0.61 |      | 0.10 | 0.10 | 1.00  | 0.10 | 0.10 |      |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0  | 4.0  |       | 4.0  | 4.0  |      |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0  |      | 3.0  | 3.0  |       | 3.0  | 3.0  |      |
| Lane Grp Cap (vph)     | 810  | 1137 | 1583 | 1655 | 2104 |      | 365  | 188  | 1583  | 188  | 183  |      |
| v/s Ratio Prot         |      | 0.01 |      |      | 0.02 |      |      | 0.03 |       |      | 0.03 |      |
| v/s Ratio Perm         | 0.01 |      | 0.01 | 0.14 |      |      | 0.00 |      | c0.33 | 0.01 |      |      |
| v/c Ratio              | 0.01 | 0.01 | 0.01 | 0.22 | 0.03 |      | 0.03 | 0.34 | 0.33  | 0.06 | 0.30 |      |
| Uniform Delay, d1      | 2.1  | 2.1  | 0.0  | 2.4  | 2.1  |      | 11.2 | 11.6 | 0.0   | 11.3 | 11.5 |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |      |
| Incremental Delay, d2  | 0.0  | 0.0  | 0.0  | 0.1  | 0.0  |      | 0.0  | 1.1  | 0.5   | 0.1  | 0.9  |      |
| Delay (s)              | 2.1  | 2.1  | 0.0  | 2.5  | 2.1  |      | 11.3 | 12.6 | 0.5   | 11.4 | 12.4 |      |
| Level of Service       | A    | A    | A    | A    | A    |      | B    | B    | A     | B    | B    |      |
| Approach Delay (s)     |      | 1.4  |      | 2.5  |      |      | 2.0  |      |       | 12.3 |      |      |
| Approach LOS           |      | A    |      | A    |      |      | A    |      |       | B    |      |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 2.9   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.33  |                      |     |
| Actuated Cycle Length (s)         | 27.7  | Sum of lost time (s) | 0.0 |
| Intersection Capacity Utilization | 30.5% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 10: Old Schulte Road & Hansen Road

2035 No Project  
 PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL   | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|-------|------|------|------|------|------|
| Lane Configurations    |      |       |      |      |      |      |       |      |      |      |      |      |
| Volume (vph)           | 20   | 340   | 140  | 10   | 90   | 30   | 160   | 670  | 30   | 20   | 460  | 70   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      | 4.0  | 4.0  |      |
| Lane Util. Factor      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00  | 0.95 |      | 1.00 | 0.95 |      |
| Frt                    | 1.00 | 0.96  |      | 1.00 | 0.96 |      | 1.00  | 0.99 |      | 1.00 | 0.98 |      |
| Flt Protected          | 0.95 | 1.00  |      | 0.95 | 1.00 |      | 0.95  | 1.00 |      | 0.95 | 1.00 |      |
| Satd. Flow (prot)      | 1770 | 1781  |      | 1770 | 1792 |      | 1770  | 3516 |      | 1770 | 3469 |      |
| Flt Permitted          | 0.68 | 1.00  |      | 0.32 | 1.00 |      | 0.42  | 1.00 |      | 0.31 | 1.00 |      |
| Satd. Flow (perm)      | 1258 | 1781  |      | 590  | 1792 |      | 785   | 3516 |      | 577  | 3469 |      |
| Peak-hour factor, PHF  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)        | 21   | 358   | 147  | 11   | 95   | 32   | 168   | 705  | 32   | 21   | 484  | 74   |
| RTOR Reduction (vph)   | 0    | 26    | 0    | 0    | 19   | 0    | 0     | 6    | 0    | 0    | 21   | 0    |
| Lane Group Flow (vph)  | 21   | 479   | 0    | 11   | 108  | 0    | 168   | 731  | 0    | 21   | 537  | 0    |
| Turn Type              | Perm |       |      | Perm |      |      | Perm  |      |      | Perm |      |      |
| Protected Phases       |      | 4     |      |      | 8    |      |       | 2    |      |      | 6    |      |
| Permitted Phases       | 4    |       |      | 8    |      |      | 2     |      |      | 6    |      |      |
| Actuated Green, G (s)  | 16.7 | 16.7  |      | 16.7 | 16.7 |      | 16.7  | 16.7 |      | 16.7 | 16.7 |      |
| Effective Green, g (s) | 16.7 | 16.7  |      | 16.7 | 16.7 |      | 16.7  | 16.7 |      | 16.7 | 16.7 |      |
| Actuated g/C Ratio     | 0.40 | 0.40  |      | 0.40 | 0.40 |      | 0.40  | 0.40 |      | 0.40 | 0.40 |      |
| Clearance Time (s)     | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      | 4.0  | 4.0  |      |
| Vehicle Extension (s)  | 3.0  | 3.0   |      | 3.0  | 3.0  |      | 3.0   | 3.0  |      | 3.0  | 3.0  |      |
| Lane Grp Cap (vph)     | 507  | 718   |      | 238  | 723  |      | 317   | 1418 |      | 233  | 1399 |      |
| v/s Ratio Prot         |      | c0.27 |      |      | 0.06 |      |       | 0.21 |      |      | 0.15 |      |
| v/s Ratio Perm         | 0.02 |       |      | 0.02 |      |      | c0.21 |      |      | 0.04 |      |      |
| v/c Ratio              | 0.04 | 0.67  |      | 0.05 | 0.15 |      | 0.53  | 0.52 |      | 0.09 | 0.38 |      |
| Uniform Delay, d1      | 7.5  | 10.1  |      | 7.5  | 7.8  |      | 9.4   | 9.3  |      | 7.6  | 8.7  |      |
| Progression Factor     | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      | 1.00 | 1.00 |      |
| Incremental Delay, d2  | 0.0  | 2.4   |      | 0.1  | 0.1  |      | 1.6   | 0.3  |      | 0.2  | 0.2  |      |
| Delay (s)              | 7.5  | 12.4  |      | 7.6  | 7.9  |      | 11.0  | 9.6  |      | 7.8  | 8.9  |      |
| Level of Service       | A    | B     |      | A    | A    |      | B     | A    |      | A    | A    |      |
| Approach Delay (s)     |      | 12.2  |      |      | 7.9  |      |       | 9.9  |      |      | 8.9  |      |
| Approach LOS           |      | B     |      |      | A    |      |       | A    |      |      | A    |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 10.1  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.60  |                      |     |
| Actuated Cycle Length (s)         | 41.4  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 60.2% | ICU Level of Service | B   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
 11: Capital Parks Drive & Pavillion Parkway

2035 No Project  
 PM Peak Hour

| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
|------------------------|------|-------|------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    |      |       |      |      |      |      |      |      |      |      |      |       |
| Volume (vph)           | 120  | 380   | 10   | 10   | 350  | 180  | 10   | 70   | 10   | 120  | 290  | 60    |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0   |
| Lane Util. Factor      | 0.94 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 |      | 1.00 | 1.00 | 0.85  |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |      | 0.95 | 1.00 | 1.00  |
| Satd. Flow (prot)      | 4990 | 3539  | 1583 | 1770 | 3539 | 1583 | 1770 | 1827 |      | 1770 | 1863 | 1583  |
| Flt Permitted          | 0.53 | 1.00  | 1.00 | 0.52 | 1.00 | 1.00 | 0.57 | 1.00 |      | 0.70 | 1.00 | 1.00  |
| Satd. Flow (perm)      | 2798 | 3539  | 1583 | 962  | 3539 | 1583 | 1070 | 1827 |      | 1307 | 1863 | 1583  |
| Peak-hour factor, PHF  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  |
| Adj. Flow (vph)        | 126  | 400   | 11   | 11   | 368  | 189  | 11   | 74   | 11   | 126  | 305  | 63    |
| RTOR Reduction (vph)   | 0    | 0     | 7    | 0    | 0    | 123  | 0    | 7    | 0    | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 126  | 400   | 4    | 11   | 368  | 66   | 11   | 78   | 0    | 126  | 305  | 63    |
| Turn Type              | Perm |       | Perm | Perm |      | Perm | Perm |      |      | Perm |      | Free  |
| Protected Phases       |      | 4     |      |      | 8    |      |      | 2    |      |      | 6    |       |
| Permitted Phases       | 4    |       | 4    | 8    |      | 8    | 2    |      |      | 6    |      | Free  |
| Actuated Green, G (s)  | 10.0 | 10.0  | 10.0 | 10.0 | 10.0 | 10.0 | 10.8 | 10.8 |      | 10.8 | 10.8 | 28.8  |
| Effective Green, g (s) | 10.0 | 10.0  | 10.0 | 10.0 | 10.0 | 10.0 | 10.8 | 10.8 |      | 10.8 | 10.8 | 28.8  |
| Actuated g/C Ratio     | 0.35 | 0.35  | 0.35 | 0.35 | 0.35 | 0.35 | 0.38 | 0.38 |      | 0.38 | 0.38 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |      | 3.0  | 3.0  |       |
| Lane Grp Cap (vph)     | 972  | 1229  | 550  | 334  | 1229 | 550  | 401  | 685  |      | 490  | 699  | 1583  |
| v/s Ratio Prot         |      | c0.11 |      |      | 0.10 |      |      | 0.04 |      |      |      | c0.16 |
| v/s Ratio Perm         | 0.05 |       | 0.00 | 0.01 |      | 0.04 | 0.01 |      |      | 0.10 |      | 0.04  |
| v/c Ratio              | 0.13 | 0.33  | 0.01 | 0.03 | 0.30 | 0.12 | 0.03 | 0.11 |      | 0.26 | 0.44 | 0.04  |
| Uniform Delay, d1      | 6.4  | 6.9   | 6.2  | 6.2  | 6.8  | 6.4  | 5.7  | 5.9  |      | 6.2  | 6.7  | 0.0   |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.1  | 0.2   | 0.0  | 0.0  | 0.1  | 0.1  | 0.0  | 0.1  |      | 0.3  | 0.4  | 0.0   |
| Delay (s)              | 6.5  | 7.1   | 6.2  | 6.2  | 7.0  | 6.5  | 5.7  | 6.0  |      | 6.5  | 7.2  | 0.0   |
| Level of Service       | A    | A     | A    | A    | A    | A    | A    | A    |      | A    | A    | A     |
| Approach Delay (s)     |      | 6.9   |      |      | 6.8  |      |      | 5.9  |      |      | 6.1  |       |
| Approach LOS           |      | A     |      |      | A    |      |      | A    |      |      | A    |       |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| HCM Average Control Delay         | 6.6   | HCM Level of Service |
| HCM Volume to Capacity ratio      | 0.38  | A                    |
| Actuated Cycle Length (s)         | 28.8  | Sum of lost time (s) |
| Intersection Capacity Utilization | 39.1% | ICU Level of Service |
| Analysis Period (min)             | 15    | A                    |
| c Critical Lane Group             |       |                      |

HCM Signalized Intersection Capacity Analysis  
 12: New Schulte Road & Pavillion Parkway




















2035 No Project  
 PM Peak Hour

| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|------|------|------|------|-------|------|------|------|------|------|-------|------|
| Lane Configurations    |      |      |      |      |       |      |      |      |      |      |       |      |
| Volume (vph)           | 10   | 130  | 10   | 10   | 140   | 10   | 10   | 70   | 10   | 10   | 290   | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00 | 0.95 |      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 0.99 |      | 1.00 | 1.00  | 0.85 | 1.00 | 0.98 |      | 1.00 | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00 |      | 0.95 | 1.00  | 1.00 | 0.95 | 1.00 |      | 0.95 | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1770 | 3500 |      | 1770 | 1863  | 1583 | 1770 | 1827 |      | 1770 | 1863  | 1583 |
| Flt Permitted          | 0.66 | 1.00 |      | 0.66 | 1.00  | 1.00 | 0.57 | 1.00 |      | 0.70 | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1236 | 3500 |      | 1226 | 1863  | 1583 | 1070 | 1827 |      | 1307 | 1863  | 1583 |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)        | 11   | 137  | 11   | 11   | 147   | 11   | 11   | 74   | 11   | 11   | 305   | 11   |
| RTOR Reduction (vph)   | 0    | 7    | 0    | 0    | 0     | 7    | 0    | 7    | 0    | 0    | 0     | 7    |
| Lane Group Flow (vph)  | 11   | 141  | 0    | 11   | 147   | 4    | 11   | 78   | 0    | 11   | 305   | 4    |
| Turn Type              | Perm |      |      | Perm |       | Perm | Perm |      |      | Perm |       | Perm |
| Protected Phases       |      | 4    |      |      | 8     |      |      | 2    |      |      | 6     |      |
| Permitted Phases       | 4    |      |      | 8    |       | 8    | 2    |      |      | 6    |       | 6    |
| Actuated Green, G (s)  | 9.4  | 9.4  |      | 9.4  | 9.4   | 9.4  | 9.7  | 9.7  |      | 9.7  | 9.7   | 9.7  |
| Effective Green, g (s) | 9.4  | 9.4  |      | 9.4  | 9.4   | 9.4  | 9.7  | 9.7  |      | 9.7  | 9.7   | 9.7  |
| Actuated g/C Ratio     | 0.35 | 0.35 |      | 0.35 | 0.35  | 0.35 | 0.36 | 0.36 |      | 0.36 | 0.36  | 0.36 |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  |      | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 429  | 1214 |      | 425  | 646   | 549  | 383  | 654  |      | 468  | 667   | 567  |
| v/s Ratio Prot         |      | 0.04 |      |      | c0.08 |      |      | 0.04 |      |      | c0.16 |      |
| v/s Ratio Perm         | 0.01 |      |      | 0.01 |       | 0.00 | 0.01 |      |      | 0.01 |       | 0.00 |
| v/c Ratio              | 0.03 | 0.12 |      | 0.03 | 0.23  | 0.01 | 0.03 | 0.12 |      | 0.02 | 0.46  | 0.01 |
| Uniform Delay, d1      | 5.8  | 6.0  |      | 5.8  | 6.3   | 5.8  | 5.6  | 5.8  |      | 5.6  | 6.7   | 5.6  |
| Progression Factor     | 1.00 | 1.00 |      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 0.0  | 0.0  |      | 0.0  | 0.2   | 0.0  | 0.0  | 0.1  |      | 0.0  | 0.5   | 0.0  |
| Delay (s)              | 5.9  | 6.1  |      | 5.9  | 6.5   | 5.8  | 5.7  | 5.9  |      | 5.7  | 7.2   | 5.6  |
| Level of Service       | A    | A    |      | A    | A     | A    | A    | A    |      | A    | A     | A    |
| Approach Delay (s)     |      | 6.1  |      |      | 6.4   |      |      | 5.9  |      |      | 7.1   |      |
| Approach LOS           |      | A    |      |      | A     |      |      | A    |      |      | A     |      |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| HCM Average Control Delay         | 6.5   | HCM Level of Service |
| HCM Volume to Capacity ratio      | 0.34  | A                    |
| Actuated Cycle Length (s)         | 27.1  | Sum of lost time (s) |
| Intersection Capacity Utilization | 30.2% | 8.0                  |
| Analysis Period (min)             | 15    | ICU Level of Service |
| c Critical Lane Group             |       | A                    |

HCM Signalized Intersection Capacity Analysis  
 14: I-205 WB Ramps & 11th Street
























2035 No Project  
 PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |   |   |  |  |  |  |  |  |   |  |  |
| Volume (vph)                      | 0   | 0   | 0   | 2240  | 10  | 260   | 0  | 1690  | 600   | 0   | 1290  | 130   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   |   |   | 4.0   | 4.0   | 4.0   |  | 4.0   | 4.0   |   | 4.0   | 4.0   |
| Lane Util. Factor                 |   |   |   | 0.91  | 0.91  | 1.00  |  | 0.95  | 0.88  |   | 0.91  | 1.00  |
| Fr <sub>t</sub>                   |   |   |   | 1.00  | 1.00  | 0.85  |  | 1.00  | 0.85  |   | 1.00  | 0.85  |
| Fl <sub>t</sub> Protected         |   |   |   | 0.95  | 0.95  | 1.00  |  | 1.00  | 1.00  |   | 1.00  | 1.00  |
| Satd. Flow (prot)                 |   |   |   | 3221  | 1615  | 1583  |  | 3539  | 2787  |   | 5085  | 1583  |
| Fl <sub>t</sub> Permitted         |   |   |   | 0.95  | 0.95  | 1.00  |  | 1.00  | 1.00  |   | 1.00  | 1.00  |
| Satd. Flow (perm)                 |   |   |   | 3221  | 1615  | 1583  |  | 3539  | 2787  |   | 5085  | 1583  |
| Peak-hour factor, PHF             | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)                   | 0   | 0   | 0   | 2358  | 11  | 274   | 0  | 1779  | 632   | 0   | 1358  | 137   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 0   | 0   | 0   | 71  |
| Lane Group Flow (vph)             | 0   | 0   | 0   | 1580  | 789   | 274   | 0  | 1779  | 632   | 0   | 1358  | 66  |
| Turn Type                         |   |   |   | Split   |   | Free  |  |   | pm+ov   |   |   | Perm  |
| Protected Phases                  |   |   |   | 8   | 8   |   |  | 2   | 8   |   | 6   |   |
| Permitted Phases                  |   |   |   |   |   | Free  |  |   | 2   |   |   | 6   |
| Actuated Green, G (s)             |   |   |   | 70.0  | 70.0  | 150.0   |  | 72.0  | 142.0   |   | 72.0  | 72.0  |
| Effective Green, g (s)            |   |   |   | 70.0  | 70.0  | 150.0   |  | 72.0  | 142.0   |   | 72.0  | 72.0  |
| Actuated g/C Ratio                |   |   |   | 0.47  | 0.47  | 1.00  |  | 0.48  | 0.95  |   | 0.48  | 0.48  |
| Clearance Time (s)                |   |   |   | 4.0   | 4.0   |   |  | 4.0   | 4.0   |   | 4.0   | 4.0   |
| Vehicle Extension (s)             |   |   |   | 3.0   | 3.0   |   |  | 3.0   | 3.0   |   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                |   |   |   | 1503  | 754   | 1583  |  | 1699  | 2787  |   | 2441  | 760   |
| v/s Ratio Prot                    |   |   |   | c0.49   | 0.49  |   |  | c0.50   | 0.11  |   | 0.27  |   |
| v/s Ratio Perm                    |   |   |   |   |   | 0.17  |  |   | 0.12  |   |   | 0.04  |
| v/c Ratio                         |   |   |   | 1.05  | 1.05  | 0.17  |  | 1.05  | 0.23  |   | 0.56  | 0.09  |
| Uniform Delay, d <sub>1</sub>     |   |   |   | 40.0  | 40.0  | 0.0   |  | 39.0  | 0.3   |   | 27.7  | 21.2  |
| Progression Factor                |   |   |   | 1.00  | 1.00  | 1.00  |  | 0.62  | 1.00  |   | 1.00  | 1.00  |
| Incremental Delay, d <sub>2</sub> |   |   |   | 38.0  | 45.6  | 0.2   |  | 33.9  | 0.0   |   | 0.9   | 0.2   |
| Delay (s)                         |   |   |   | 78.0  | 85.6  | 0.2   |  | 58.2  | 0.3   |   | 28.6  | 21.4  |
| Level of Service                  |   |   |   | E   | F   | A   |  | E   | A   |   | C   | C   |
| Approach Delay (s)                |   | 0.0   |   |   | 72.2  |   |  | 43.1  |   |   | 27.9  |   |
| Approach LOS                      |   | A   |   |   | E   |   |  | D   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 51.4  |   |   |   | HCM Level of Service   |   | D   |   |   |   |
| HCM Volume to Capacity ratio      |   |   | 1.05  |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 150.0   |   |   |   | Sum of lost time (s)   |   | 8.0   |   |   |   |
| Intersection Capacity Utilization |   |   | 96.0%   |   |   |   | ICU Level of Service   |   | F   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |
| c                                 | Critical Lane Group   |   |   |   |   |   |  |   |   |   |   |   |



























HCM Signalized Intersection Capacity Analysis  
 15: I-205 EB Ramps & 11th Street

2035 No Project  
 PM Peak Hour

|                                   |  |  |  |  |  |  |  |    |   |  |    |  |     |
|-----------------------------------|---|---|---|---|---|---|--|---|--|---|---|---|-----|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR  | SBL   | SBT   | SBR   |     |
| Lane Configurations               |   |  |  |   |   |   |  | <br><br> | <br> |   | <br><br> |  |     |
| Volume (vph)                      | 100   | 0   | 1060  | 0   | 0   | 0   | 0  | 2200  | 1880   | 0   | 3070  | 460   |     |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900   | 1900  | 1900  | 1900  |     |
| Total Lost time (s)               |   | 4.0   | 4.0   |   |   |   |  | 4.0   | 4.0  |   | 4.0   | 4.0   |     |
| Lane Util. Factor                 |   | 1.00  | 1.00  |   |   |   |  | 0.91  | 0.88   |   | 0.91  | 1.00  |     |
| Fr <sub>t</sub>                   |   | 1.00  | 0.85  |   |   |   |  | 1.00  | 0.85   |   | 1.00  | 0.85  |     |
| Fl <sub>t</sub> Protected         |   | 0.95  | 1.00  |   |   |   |  | 1.00  | 1.00   |   | 1.00  | 1.00  |     |
| Satd. Flow (prot)                 |   | 1770  | 1583  |   |   |   |  | 5085  | 2787   |   | 5085  | 1583  |     |
| Fl <sub>t</sub> Permitted         |   | 0.95  | 1.00  |   |   |   |  | 1.00  | 1.00   |   | 1.00  | 1.00  |     |
| Satd. Flow (perm)                 |   | 1770  | 1583  |   |   |   |  | 5085  | 2787   |   | 5085  | 1583  |     |
| Peak-hour factor, PHF             | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  |     |
| Adj. Flow (vph)                   | 105   | 0   | 1116  | 0   | 0   | 0   | 0  | 2316  | 1979   | 0   | 3232  | 484   |     |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 285  | 0   | 0   | 54  |     |
| Lane Group Flow (vph)             | 0   | 105   | 1116  | 0   | 0   | 0   | 0  | 2316  | 1694   | 0   | 3232  | 430   |     |
| Turn Type                         | Split   |   | Free  |   |   |   |  |   | Perm   |   |   | Perm  |     |
| Protected Phases                  | 4   | 4   |   |   |   |   |  | 2   |  |   | 6   |   |     |
| Permitted Phases                  |   |   | Free  |   |   |   |  |   | 2  |   |   | 6   |     |
| Actuated Green, G (s)             |   | 14.3  | 150.0   |   |   |   |  | 127.7   | 127.7  |   | 127.7   | 127.7   |     |
| Effective Green, g (s)            |   | 14.3  | 150.0   |   |   |   |  | 127.7   | 127.7  |   | 127.7   | 127.7   |     |
| Actuated g/C Ratio                |   | 0.10  | 1.00  |   |   |   |  | 0.85  | 0.85   |   | 0.85  | 0.85  |     |
| Clearance Time (s)                |   | 4.0   |   |   |   |   |  | 4.0   | 4.0  |   | 4.0   | 4.0   |     |
| Vehicle Extension (s)             |   | 3.0   |   |   |   |   |  | 3.0   | 3.0  |   | 3.0   | 3.0   |     |
| Lane Grp Cap (vph)                |   | 169   | 1583  |   |   |   |  | 4329  | 2373   |   | 4329  | 1348  |     |
| v/s Ratio Prot                    |   | 0.06  |   |   |   |   |  | 0.46  |  |   | c0.64   |   |     |
| v/s Ratio Perm                    |   |   | c0.70   |   |   |   |  |   | 0.61   |   |   | 0.27  |     |
| v/c Ratio                         |   | 0.62  | 0.70  |   |   |   |  | 0.53  | 0.71   |   | 0.75  | 0.32  |     |
| Uniform Delay, d <sub>1</sub>     |   | 65.2  | 0.0   |   |   |   |  | 3.0   | 4.2  |   | 4.5   | 2.3   |     |
| Progression Factor                |   | 1.00  | 1.00  |   |   |   |  | 0.18  | 17.17  |   | 0.16  | 0.00  |     |
| Incremental Delay, d <sub>2</sub> |   | 6.9   | 2.7   |   |   |   |  | 0.2   | 0.9  |   | 0.6   | 0.3   |     |
| Delay (s)                         |   | 72.2  | 2.7   |   |   |   |  | 0.8   | 73.4   |   | 1.3   | 0.3   |     |
| Level of Service                  |   | E   | A   |   |   |   |  | A   | E  |   | A   | A   |     |
| Approach Delay (s)                |   | 8.6   |   |   | 0.0   |   |  | 34.3  |  |   | 1.2   |   |     |
| Approach LOS                      |   | A   |   |   | A   |   |  | C   |  |   | A   |   |     |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |  |   |   |   |     |
| HCM Average Control Delay         |   |   | 17.6  |   |   |   |  |   |  |   |   | HCM Level of Service  | B   |
| HCM Volume to Capacity ratio      |   |   | 0.74  |   |   |   |  |   |  |   |   |   |     |
| Actuated Cycle Length (s)         |   |   | 150.0   |   |   |   |  |   |  |   |   | Sum of lost time (s)  | 4.0 |
| Intersection Capacity Utilization |   |   | 78.0%   |   |   |   |  |   |  |   |   | ICU Level of Service  | D   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |  |   |   |   |     |
| c                                 | Critical Lane Group   |   |   |   |   |   |  |   |  |   |   |   |     |

HCM Signalized Intersection Capacity Analysis  
 16: Commerce Way & 11th Street

2035 No Project  
 PM Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)           | 1560  | 170   | 280   | 10  | 150   | 820   | 270  | 1700  | 10  | 630   | 2300  | 1200  |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.94  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.97   | 0.86  | 1.00  | 0.97  | 0.91  | 0.88  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00   | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 4990  | 1863  | 1583  | 1770  | 1863  | 1583  | 3433   | 6408  | 1583  | 3433  | 5085  | 2787  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 4990  | 1863  | 1583  | 1770  | 1863  | 1583  | 3433   | 6408  | 1583  | 3433  | 5085  | 2787  |
| Peak-hour factor, PHF  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)        | 1642  | 179   | 295   | 11  | 158   | 863   | 284  | 1789  | 11  | 663   | 2421  | 1263  |
| RTOR Reduction (vph)   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 5   | 0   | 0   | 0   |
| Lane Group Flow (vph)  | 1642  | 179   | 295   | 11  | 158   | 863   | 284  | 1789  | 6   | 663   | 2421  | 1263  |
| Turn Type              | Split   |   | Free  | Split   |   | Free  | Prot   |   | pm+ov   | Prot  |   | Free  |
| Protected Phases       | 4   | 4   |   | 8   | 8   |   | 5  | 2   | 8   | 1   | 6   |   |
| Permitted Phases       |   |   | Free  |   |   | Free  |  |   | 2   |   |   | Free  |
| Actuated Green, G (s)  | 40.0  | 40.0  | 150.0   | 18.1  | 18.1  | 150.0   | 7.0  | 61.9  | 80.0  | 14.0  | 68.9  | 150.0   |
| Effective Green, g (s) | 40.0  | 40.0  | 150.0   | 18.1  | 18.1  | 150.0   | 7.0  | 61.9  | 80.0  | 14.0  | 68.9  | 150.0   |
| Actuated g/C Ratio     | 0.27  | 0.27  | 1.00  | 0.12  | 0.12  | 1.00  | 0.05   | 0.41  | 0.53  | 0.09  | 0.46  | 1.00  |
| Clearance Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   |   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 1331  | 497   | 1583  | 214   | 225   | 1583  | 160  | 2644  | 844   | 320   | 2336  | 2787  |
| v/s Ratio Prot         | c0.33   | 0.10  |   | 0.01  | c0.08   |   | 0.08   | 0.28  | 0.00  | c0.19   | c0.48   |   |
| v/s Ratio Perm         |   |   | 0.19  |   |   | 0.55  |  |   | 0.00  |   |   | 0.45  |
| v/c Ratio              | 1.23  | 0.36  | 0.19  | 0.05  | 0.70  | 0.55  | 1.77   | 0.68  | 0.01  | 2.07  | 1.04  | 0.45  |
| Uniform Delay, d1      | 55.0  | 44.6  | 0.0   | 58.4  | 63.4  | 0.0   | 71.5   | 35.9  | 16.4  | 68.0  | 40.5  | 0.0   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 0.84  | 1.17  | 1.00  |
| Incremental Delay, d2  | 111.9   | 0.4   | 0.3   | 0.1   | 9.5   | 1.4   | 372.9  | 1.4   | 0.0   | 489.4   | 25.6  | 0.4   |
| Delay (s)              | 166.9   | 45.1  | 0.3   | 58.5  | 72.9  | 1.4   | 444.4  | 37.3  | 16.4  | 546.8   | 72.9  | 0.4   |
| Level of Service       | F   | D   | A   | E   | E   | A   | F  | D   | B   | F   | E   | A   |
| Approach Delay (s)     |   | 133.3   |   |   | 12.9  |   |  | 92.7  |   |   | 124.1   |   |
| Approach LOS           |   | F   |   |   | B   |   |  | F   |   |   | F   |   |

| Intersection Summary              |        |                           |
|-----------------------------------|--------|---------------------------|
| HCM Average Control Delay         | 107.3  | HCM Level of Service F    |
| HCM Volume to Capacity ratio      | 1.14   |                           |
| Actuated Cycle Length (s)         | 150.0  | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 103.0% | ICU Level of Service G    |
| Analysis Period (min)             | 15     |                           |
| c Critical Lane Group             |        |                           |

HCM Signalized Intersection Capacity Analysis  
 17: 11th Street & Lammers Road

2035 No Project  
 PM Peak Hour

| Movement               | EBL  | EBT   | EBR   | WBL   | WBT  | WBR  | NBL   | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|------|-------|-------|-------|------|------|-------|------|-------|------|------|------|
| Lane Configurations    |      |       |       |       |      |      |       |      |       |      |      |      |
| Volume (vph)           | 120  | 1230  | 1120  | 560   | 1050 | 180  | 890   | 530  | 810   | 470  | 510  | 60   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.5  | 6.1   | 4.0   | 5.5   | 6.1  | 6.1  | 5.5   | 6.1  | 4.0   | 5.5  | 6.1  | 6.1  |
| Lane Util. Factor      | 1.00 | 0.91  | 1.00  | 0.97  | 0.91 | 1.00 | 0.97  | 0.95 | 1.00  | 0.97 | 0.95 | 1.00 |
| Frbp, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 0.98  | 1.00 | 1.00 | 1.00 |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Frt                    | 1.00 | 1.00  | 0.85  | 1.00  | 1.00 | 0.85 | 1.00  | 1.00 | 0.85  | 1.00 | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 1.00  | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 | 1.00  | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1770 | 5085  | 1583  | 3433  | 5085 | 1583 | 3433  | 3539 | 1558  | 3433 | 3539 | 1583 |
| Flt Permitted          | 0.95 | 1.00  | 1.00  | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 | 1.00  | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm)      | 1770 | 5085  | 1583  | 3433  | 5085 | 1583 | 3433  | 3539 | 1558  | 3433 | 3539 | 1583 |
| Peak-hour factor, PHF  | 0.95 | 0.95  | 0.95  | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)        | 126  | 1295  | 1179  | 589   | 1105 | 189  | 937   | 558  | 853   | 495  | 537  | 63   |
| RTOR Reduction (vph)   | 0    | 0     | 0     | 0     | 0    | 139  | 0     | 0    | 0     | 0    | 0    | 29   |
| Lane Group Flow (vph)  | 126  | 1295  | 1179  | 589   | 1105 | 50   | 937   | 558  | 853   | 495  | 537  | 34   |
| Confl. Peds. (#/hr)    |      |       |       |       |      |      |       |      | 14    | 14   |      |      |
| Turn Type              | Prot |       | Free  | Prot  |      | Perm | Prot  |      | Free  | Prot |      | Perm |
| Protected Phases       | 5    | 2     |       | 1     | 6    |      | 7     | 4    |       | 3    | 8    |      |
| Permitted Phases       |      |       | Free  |       |      | 6    |       |      | Free  |      |      | 8    |
| Actuated Green, G (s)  | 18.8 | 34.8  | 137.3 | 20.5  | 36.5 | 36.5 | 32.6  | 27.1 | 137.3 | 31.7 | 26.2 | 26.2 |
| Effective Green, g (s) | 18.8 | 34.8  | 137.3 | 20.5  | 36.5 | 36.5 | 32.6  | 27.1 | 137.3 | 31.7 | 26.2 | 26.2 |
| Actuated g/C Ratio     | 0.14 | 0.25  | 1.00  | 0.15  | 0.27 | 0.27 | 0.24  | 0.20 | 1.00  | 0.23 | 0.19 | 0.19 |
| Clearance Time (s)     | 5.5  | 6.1   |       | 5.5   | 6.1  | 6.1  | 5.5   | 6.1  |       | 5.5  | 6.1  | 6.1  |
| Vehicle Extension (s)  | 3.0  | 3.0   |       | 3.0   | 3.0  | 3.0  | 3.0   | 3.0  |       | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 242  | 1289  | 1583  | 513   | 1352 | 421  | 815   | 699  | 1558  | 793  | 675  | 302  |
| v/s Ratio Prot         | 0.07 | c0.25 |       | c0.17 | 0.22 |      | c0.27 | 0.16 |       | 0.14 | 0.15 |      |
| v/s Ratio Perm         |      |       | c0.74 |       |      | 0.03 |       |      | 0.55  |      |      | 0.02 |
| v/c Ratio              | 0.52 | 1.00  | 0.74  | 1.15  | 0.82 | 0.12 | 1.15  | 0.80 | 0.55  | 0.62 | 0.80 | 0.11 |
| Uniform Delay, d1      | 55.1 | 51.3  | 0.0   | 58.4  | 47.3 | 38.2 | 52.4  | 52.5 | 0.0   | 47.4 | 53.0 | 45.9 |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2  | 2.0  | 26.2  | 3.2   | 87.4  | 4.0  | 0.1  | 81.4  | 6.3  | 1.4   | 1.5  | 6.5  | 0.2  |
| Delay (s)              | 57.1 | 77.4  | 3.2   | 145.8 | 51.2 | 38.3 | 133.7 | 58.8 | 1.4   | 49.0 | 59.5 | 46.1 |
| Level of Service       | E    | E     | A     | F     | D    | D    | F     | E    | A     | D    | E    | D    |
| Approach Delay (s)     |      | 42.8  |       |       | 79.5 |      |       | 67.9 |       |      | 54.0 |      |
| Approach LOS           |      | D     |       |       | E    |      |       | E    |       |      | D    |      |





























Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 60.5  | HCM Level of Service | E   |
| HCM Volume to Capacity ratio      | 0.93  |                      |     |
| Actuated Cycle Length (s)         | 137.3 | Sum of lost time (s) | 6.1 |
| Intersection Capacity Utilization | 98.6% | ICU Level of Service | F   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 18: Schulte Road & Lammers Road

2035 No Project  
 PM Peak Hour

|                                   |  |   |  |  |   |  |   |    |  |  |    |  |
|-----------------------------------|---|--|---|---|--|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT  | EBR   | WBL   | WBT  | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  | <br> |   |  | <br> |   |  | <br><br> |  |  | <br><br> |  |
| Volume (vph)                      | 10  | 180  | 10  | 150   | 130  | 200   | 20  | 2280  | 110   | 230   | 2650  | 10  |
| Ideal Flow (vphpl)                | 1900  | 1900   | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0  |   | 4.0   | 4.0  |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 | 1.00  | 0.95   |   | 1.00  | 0.95   |   | 1.00  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  |
| Frt                               | 1.00  | 0.99   |   | 1.00  | 0.91   |   | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00   |   | 0.95  | 1.00   |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 1770  | 3510   |   | 1770  | 3217   |   | 1770  | 5085  | 1583  | 1770  | 5085  | 1583  |
| Flt Permitted                     | 0.95  | 1.00   |   | 0.95  | 1.00   |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 1770  | 3510   |   | 1770  | 3217   |   | 1770  | 5085  | 1583  | 1770  | 5085  | 1583  |
| Peak-hour factor, PHF             | 0.95  | 0.95   | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)                   | 11  | 189  | 11  | 158   | 137  | 211   | 21  | 2400  | 116   | 242   | 2789  | 11  |
| RTOR Reduction (vph)              | 0   | 4  | 0   | 0   | 172  | 0   | 0   | 0   | 37  | 0   | 0   | 3   |
| Lane Group Flow (vph)             | 11  | 196  | 0   | 158   | 176  | 0   | 21  | 2400  | 79  | 242   | 2789  | 8   |
| Turn Type                         | Prot  |  |   | Prot  |  |   | Prot  | pm+ov   |   | Prot  |   | pm+ov   |
| Protected Phases                  | 7   | 4  |   | 3   | 8  |   | 5   | 2   | 3   | 1   | 6   | 7   |
| Permitted Phases                  |   |  |   |   |  |   |   | 2   |   |   |   | 6   |
| Actuated Green, G (s)             | 2.4   | 13.2   |   | 8.0   | 18.8   |   | 2.4   | 51.5  | 59.5  | 13.0  | 62.1  | 64.5  |
| Effective Green, g (s)            | 2.4   | 13.2   |   | 8.0   | 18.8   |   | 2.4   | 51.5  | 59.5  | 13.0  | 62.1  | 64.5  |
| Actuated g/C Ratio                | 0.02  | 0.13   |   | 0.08  | 0.18   |   | 0.02  | 0.51  | 0.59  | 0.13  | 0.61  | 0.63  |
| Clearance Time (s)                | 4.0   | 4.0  |   | 4.0   | 4.0  |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0  |   | 3.0   | 3.0  |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 42  | 456  |   | 139   | 595  |   | 42  | 2575  | 988   | 226   | 3105  | 1066  |
| v/s Ratio Prot                    | 0.01  | c0.06  |   | c0.09   | 0.05   |   | 0.01  | 0.47  | 0.01  | c0.14   | c0.55   | 0.00  |
| v/s Ratio Perm                    |   |  |   |   |  |   |   | 0.04  |   |   |   | 0.00  |
| v/c Ratio                         | 0.26  | 0.43   |   | 1.14  | 0.30   |   | 0.50  | 0.93  | 0.08  | 1.07  | 0.90  | 0.01  |
| Uniform Delay, d1                 | 48.8  | 40.8   |   | 46.9  | 35.7   |   | 49.1  | 23.5  | 9.2   | 44.4  | 17.1  | 6.8   |
| Progression Factor                | 1.00  | 1.00   |   | 1.00  | 1.00   |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 3.3   | 0.7  |   | 117.8   | 0.3  |   | 9.1   | 6.9   | 0.0   | 79.9  | 3.9   | 0.0   |
| Delay (s)                         | 52.1  | 41.4   |   | 164.6   | 36.0   |   | 58.1  | 30.4  | 9.2   | 124.2   | 21.0  | 6.8   |
| Level of Service                  | D   | D  |   | F   | D  |   | E   | C   | A   | F   | C   | A   |
| Approach Delay (s)                |   | 42.0   |   |   | 76.2   |   |   | 29.7  |   |   | 29.1  |   |
| Approach LOS                      |   | D  |   |   | E  |   |   | C   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |  |   |   |  |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |  | 33.6  |   |  | HCM Level of Service  |   |   |   |   | C   |   |
| HCM Volume to Capacity ratio      |   |  | 0.86  |   |  |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |  | 101.7   |   |  | Sum of lost time (s)  |   |   | 12.0  |   |   |   |
| Intersection Capacity Utilization |   |  | 83.7%   |   |  | ICU Level of Service  |   |   |   |   | E   |   |
| Analysis Period (min)             |   |  | 15  |   |  |   |   |   |   |   |   |   |
| c                                 | Critical Lane Group   |  |   |   |  |   |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

2035 No Project  
 PM Peak Hour



| Movement                          | EBL  | EBT   | EBR   | WBL  | WBT  | WBR  | NBL   | NBT  | NBR  | SBL   | SBT   | SBR  |
|-----------------------------------|------|-------|-------|------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations               |      | ↕     | ↗     |      | ↔    |      | ↖     | ↑↑↑  | ↗    | ↖     | ↑↑↑   | ↗    |
| Volume (vph)                      | 90   | 10    | 600   | 10   | 10   | 10   | 200   | 2320 | 10   | 10    | 2720  | 40   |
| Ideal Flow (vphpl)                | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)               |      | 4.0   | 4.0   |      | 4.0  |      | 4.0   | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  |
| Lane Util. Factor                 |      | 1.00  | 1.00  |      | 1.00 |      | 1.00  | 0.91 | 1.00 | 1.00  | 0.91  | 1.00 |
| Fr <sub>t</sub>                   |      | 1.00  | 0.85  |      | 0.95 |      | 1.00  | 1.00 | 0.85 | 1.00  | 1.00  | 0.85 |
| Fl <sub>t</sub> Protected         |      | 0.96  | 1.00  |      | 0.98 |      | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (prot)                 |      | 1783  | 1583  |      | 1750 |      | 1770  | 5085 | 1583 | 1770  | 5085  | 1583 |
| Fl <sub>t</sub> Permitted         |      | 0.79  | 1.00  |      | 0.90 |      | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (perm)                 |      | 1478  | 1583  |      | 1603 |      | 1770  | 5085 | 1583 | 1770  | 5085  | 1583 |
| Peak-hour factor, PHF             | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 |
| Adj. Flow (vph)                   | 95   | 11    | 632   | 11   | 11   | 11   | 211   | 2442 | 11   | 11    | 2863  | 42   |
| RTOR Reduction (vph)              | 0    | 0     | 0     | 0    | 10   | 0    | 0     | 0    | 2    | 0     | 0     | 9    |
| Lane Group Flow (vph)             | 0    | 106   | 632   | 0    | 23   | 0    | 211   | 2442 | 9    | 11    | 2863  | 33   |
| Turn Type                         | Perm |       | Free  | Perm |      |      | Prot  |      | Perm | Prot  |       | Perm |
| Protected Phases                  |      | 4     |       | 8    |      |      | 5     | 2    |      | 1     |       | 6    |
| Permitted Phases                  | 4    |       | Free  | 8    |      |      |       |      | 2    |       |       | 6    |
| Actuated Green, G (s)             |      | 13.4  | 109.1 |      | 13.4 |      | 16.8  | 82.6 | 82.6 | 1.1   | 66.9  | 66.9 |
| Effective Green, g (s)            |      | 13.4  | 109.1 |      | 13.4 |      | 16.8  | 82.6 | 82.6 | 1.1   | 66.9  | 66.9 |
| Actuated g/C Ratio                |      | 0.12  | 1.00  |      | 0.12 |      | 0.15  | 0.76 | 0.76 | 0.01  | 0.61  | 0.61 |
| Clearance Time (s)                |      | 4.0   |       |      | 4.0  |      | 4.0   | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  |
| Vehicle Extension (s)             |      | 3.0   |       |      | 3.0  |      | 3.0   | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  |
| Lane Grp Cap (vph)                |      | 182   | 1583  |      | 197  |      | 273   | 3850 | 1198 | 18    | 3118  | 971  |
| v/s Ratio Prot                    |      |       |       |      |      |      | c0.12 | 0.48 |      | 0.01  | c0.56 |      |
| v/s Ratio Perm                    |      | c0.07 | c0.40 |      | 0.01 |      |       |      | 0.01 |       |       | 0.02 |
| v/c Ratio                         |      | 0.58  | 0.40  |      | 0.12 |      | 0.77  | 0.63 | 0.01 | 0.61  | 0.92  | 0.03 |
| Uniform Delay, d <sub>1</sub>     |      | 45.2  | 0.0   |      | 42.6 |      | 44.3  | 6.2  | 3.2  | 53.8  | 18.7  | 8.3  |
| Progression Factor                |      | 1.00  | 1.00  |      | 1.00 |      | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Incremental Delay, d <sub>2</sub> |      | 4.7   | 0.8   |      | 0.3  |      | 12.7  | 0.3  | 0.0  | 48.7  | 4.9   | 0.0  |
| Delay (s)                         |      | 49.9  | 0.8   |      | 42.9 |      | 57.0  | 6.5  | 3.2  | 102.5 | 23.6  | 8.3  |
| Level of Service                  |      | D     | A     |      | D    |      | E     | A    | A    | F     | C     | A    |
| Approach Delay (s)                |      | 7.8   |       |      | 42.9 |      |       | 10.5 |      |       | 23.7  |      |
| Approach LOS                      |      | A     |       |      | D    |      |       | B    |      |       | C     |      |

**Intersection Summary**

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 16.4  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.81  |                      |     |
| Actuated Cycle Length (s)         | 109.1 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 85.8% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

2035 No Project  
PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|-------|-------|------|-------|------|------|
| Lane Configurations    |      |       |      |      |      |      |       |       |      |       |      |      |
| Volume (vph)           | 10   | 230   | 10   | 40   | 140  | 220  | 10    | 2400  | 50   | 430   | 2730 | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 0.91  | 1.00 | 1.00  | 0.91 | 1.00 |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00 | 1.00 | 0.85 | 1.00  | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1770 | 1863  | 1583 | 1770 | 1863 | 1583 | 1770  | 5085  | 1583 | 1770  | 5085 | 1583 |
| Flt Permitted          | 0.50 | 1.00  | 1.00 | 0.26 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 940  | 1863  | 1583 | 492  | 1863 | 1583 | 1770  | 5085  | 1583 | 1770  | 5085 | 1583 |
| Peak-hour factor, PHF  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 |
| Adj. Flow (vph)        | 11   | 242   | 11   | 42   | 147  | 232  | 11    | 2526  | 53   | 453   | 2874 | 11   |
| RTOR Reduction (vph)   | 0    | 0     | 9    | 0    | 0    | 193  | 0     | 0     | 15   | 0     | 0    | 2    |
| Lane Group Flow (vph)  | 11   | 242   | 2    | 42   | 147  | 39   | 11    | 2526  | 38   | 453   | 2874 | 9    |
| Turn Type              | Perm |       | Perm | Perm |      | Perm | Prot  |       | Perm | Prot  |      | Perm |
| Protected Phases       |      | 4     |      |      | 8    |      | 5     | 2     |      | 1     | 6    |      |
| Permitted Phases       | 4    |       | 4    | 8    |      | 8    |       |       | 2    |       |      | 6    |
| Actuated Green, G (s)  | 20.2 | 20.2  | 20.2 | 20.2 | 20.2 | 20.2 | 1.1   | 60.3  | 60.3 | 27.1  | 86.3 | 86.3 |
| Effective Green, g (s) | 20.2 | 20.2  | 20.2 | 20.2 | 20.2 | 20.2 | 1.1   | 60.3  | 60.3 | 27.1  | 86.3 | 86.3 |
| Actuated g/C Ratio     | 0.17 | 0.17  | 0.17 | 0.17 | 0.17 | 0.17 | 0.01  | 0.50  | 0.50 | 0.23  | 0.72 | 0.72 |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 159  | 315   | 267  | 83   | 315  | 267  | 16    | 2564  | 798  | 401   | 3669 | 1142 |
| v/s Ratio Prot         |      | c0.13 |      |      | 0.08 |      | 0.01  | c0.50 |      | c0.26 | 0.57 |      |
| v/s Ratio Perm         | 0.01 |       | 0.00 | 0.09 |      | 0.02 |       |       | 0.02 |       |      | 0.01 |
| v/c Ratio              | 0.07 | 0.77  | 0.01 | 0.51 | 0.47 | 0.15 | 0.69  | 0.99  | 0.05 | 1.13  | 0.78 | 0.01 |
| Uniform Delay, d1      | 41.8 | 47.5  | 41.4 | 45.2 | 44.8 | 42.4 | 59.1  | 29.2  | 15.1 | 46.2  | 10.7 | 4.7  |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2  | 0.2  | 10.7  | 0.0  | 4.8  | 1.1  | 0.3  | 80.1  | 14.3  | 0.0  | 85.2  | 1.1  | 0.0  |
| Delay (s)              | 42.0 | 58.2  | 41.4 | 50.0 | 45.9 | 42.6 | 139.2 | 43.5  | 15.1 | 131.4 | 11.8 | 4.7  |
| Level of Service       | D    | E     | D    | D    | D    | D    | F     | D     | B    | F     | B    | A    |
| Approach Delay (s)     |      | 56.8  |      |      | 44.5 |      |       | 43.4  |      |       | 28.0 |      |
| Approach LOS           |      | E     |      |      | D    |      |       | D     |      |       | C    |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 36.2  | HCM Level of Service | D    |
| HCM Volume to Capacity ratio      | 0.98  |                      |      |
| Actuated Cycle Length (s)         | 119.6 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 99.0% | ICU Level of Service | F    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 21: Linnie Road & Lammers Road

2035 No Project  
 PM Peak Hour



| Movement               | WBL   | WBR  | NBT   | NBR  | SBL   | SBT  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    | ↰     | ↱    | ↑↑↑   | ↱    | ↰↰↰   | ↑↑↑  |
| Volume (vph)           | 460   | 440  | 1850  | 510  | 650   | 2170 |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 0.91  | 1.00 | 0.94  | 0.91 |
| Frt                    | 1.00  | 0.85 | 1.00  | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1770  | 1583 | 5085  | 1583 | 4990  | 5085 |
| Flt Permitted          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (perm)      | 1770  | 1583 | 5085  | 1583 | 4990  | 5085 |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)        | 484   | 463  | 1947  | 537  | 684   | 2284 |
| RTOR Reduction (vph)   | 0     | 314  | 0     | 244  | 0     | 0    |
| Lane Group Flow (vph)  | 484   | 149  | 1947  | 293  | 684   | 2284 |
| Turn Type              |       | Over |       | Perm | Prot  |      |
| Protected Phases       | 8     | 1    | 2     |      | 1     | 6    |
| Permitted Phases       |       |      |       | 2    |       |      |
| Actuated Green, G (s)  | 34.7  | 18.7 | 50.4  | 50.4 | 18.7  | 73.1 |
| Effective Green, g (s) | 34.7  | 18.7 | 50.4  | 50.4 | 18.7  | 73.1 |
| Actuated g/C Ratio     | 0.30  | 0.16 | 0.44  | 0.44 | 0.16  | 0.63 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 530   | 256  | 2213  | 689  | 806   | 3210 |
| v/s Ratio Prot         | c0.27 | 0.09 | c0.38 |      | c0.14 | 0.45 |
| v/s Ratio Perm         |       |      |       | 0.19 |       |      |
| v/c Ratio              | 0.91  | 0.58 | 0.88  | 0.43 | 0.85  | 0.71 |
| Uniform Delay, d1      | 39.1  | 44.9 | 29.9  | 22.7 | 47.2  | 14.3 |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 20.2  | 3.3  | 4.4   | 0.4  | 8.3   | 0.8  |
| Delay (s)              | 59.3  | 48.2 | 34.3  | 23.1 | 55.5  | 15.1 |
| Level of Service       | E     | D    | C     | C    | E     | B    |
| Approach Delay (s)     | 53.9  |      | 31.9  |      |       | 24.4 |
| Approach LOS           | D     |      | C     |      |       | C    |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 31.6  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.89  |                      |      |
| Actuated Cycle Length (s)         | 115.8 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 83.6% | ICU Level of Service | E    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 22: I-580 WB Ramps & Lammers Road

2035 No Project  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR  | WBL   | WBT  | WBR   | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|-----------------------------------|------|------|------|-------|------|-------|------|-------|------|------|-------|------|
| Lane Configurations               |      |      |      |       | ↕    | ↗     | ↖    | ↑↑    |      |      | ↑↑    | ↗    |
| Volume (vph)                      | 0    | 0    | 0    | 10    | 0    | 100   | 50   | 1110  | 0    | 0    | 1210  | 270  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)               |      |      |      |       | 4.0  | 4.0   | 4.0  | 4.0   |      |      | 4.0   | 4.0  |
| Lane Util. Factor                 |      |      |      |       | 1.00 | 1.00  | 1.00 | 0.95  |      |      | 0.95  | 1.00 |
| Fr <sub>t</sub>                   |      |      |      |       | 1.00 | 0.85  | 1.00 | 1.00  |      |      | 1.00  | 0.85 |
| Fl <sub>t</sub> Protected         |      |      |      |       | 0.95 | 1.00  | 0.95 | 1.00  |      |      | 1.00  | 1.00 |
| Satd. Flow (prot)                 |      |      |      |       | 1770 | 1583  | 1770 | 3539  |      |      | 3539  | 1583 |
| Fl <sub>t</sub> Permitted         |      |      |      |       | 0.95 | 1.00  | 0.95 | 1.00  |      |      | 1.00  | 1.00 |
| Satd. Flow (perm)                 |      |      |      |       | 1770 | 1583  | 1770 | 3539  |      |      | 3539  | 1583 |
| Peak-hour factor, PHF             | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)                   | 0    | 0    | 0    | 11    | 0    | 105   | 53   | 1168  | 0    | 0    | 1274  | 284  |
| RTOR Reduction (vph)              | 0    | 0    | 0    | 0     | 0    | 75    | 0    | 0     | 0    | 0    | 0     | 84   |
| Lane Group Flow (vph)             | 0    | 0    | 0    | 0     | 11   | 30    | 53   | 1168  | 0    | 0    | 1274  | 200  |
| Turn Type                         |      |      |      | Split |      | Perm  |      | Prot  |      |      |       | Perm |
| Protected Phases                  |      |      |      | 8     | 8    |       |      | 5     | 2    |      |       | 6    |
| Permitted Phases                  |      |      |      |       |      | 8     |      |       |      |      |       | 6    |
| Actuated Green, G (s)             |      |      |      |       | 6.4  | 6.4   | 5.4  | 65.6  |      |      | 56.2  | 56.2 |
| Effective Green, g (s)            |      |      |      |       | 6.4  | 6.4   | 5.4  | 65.6  |      |      | 56.2  | 56.2 |
| Actuated g/C Ratio                |      |      |      |       | 0.08 | 0.08  | 0.07 | 0.82  |      |      | 0.70  | 0.70 |
| Clearance Time (s)                |      |      |      |       | 4.0  | 4.0   | 4.0  | 4.0   |      |      | 4.0   | 4.0  |
| Vehicle Extension (s)             |      |      |      |       | 3.0  | 3.0   | 3.0  | 3.0   |      |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)                |      |      |      |       | 142  | 127   | 119  | 2902  |      |      | 2486  | 1112 |
| v/s Ratio Prot                    |      |      |      |       | 0.01 |       | 0.03 | c0.33 |      |      | c0.36 |      |
| v/s Ratio Perm                    |      |      |      |       |      | c0.02 |      |       |      |      |       | 0.13 |
| v/c Ratio                         |      |      |      |       | 0.08 | 0.23  | 0.45 | 0.40  |      |      | 0.51  | 0.18 |
| Uniform Delay, d <sub>1</sub>     |      |      |      |       | 34.1 | 34.5  | 35.9 | 1.9   |      |      | 5.5   | 4.1  |
| Progression Factor                |      |      |      |       | 1.00 | 1.00  | 1.22 | 0.88  |      |      | 1.00  | 1.00 |
| Incremental Delay, d <sub>2</sub> |      |      |      |       | 0.2  | 0.9   | 2.4  | 0.4   |      |      | 0.8   | 0.4  |
| Delay (s)                         |      |      |      |       | 34.3 | 35.4  | 46.0 | 2.1   |      |      | 6.3   | 4.4  |
| Level of Service                  |      |      |      |       | C    | D     | D    | A     |      |      | A     | A    |
| Approach Delay (s)                |      | 0.0  |      |       | 35.3 |       |      | 4.0   |      |      | 5.9   |      |
| Approach LOS                      |      | A    |      |       | D    |       |      | A     |      |      | A     |      |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 6.3   | HCM Level of Service | A    |
| HCM Volume to Capacity ratio      | 0.49  |                      |      |
| Actuated Cycle Length (s)         | 80.0  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 56.0% | ICU Level of Service | B    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |



HCM Signalized Intersection Capacity Analysis  
 23: I-580 EB Ramps & Lammers Road

2035 No Project  
 PM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|------|------|------|-------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |      |      |      |       |      |      |       |      |
| Volume (vph)           | 380   | 0    | 90   | 0    | 0    | 0    | 0    | 780   | 20   | 240  | 970   | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0  |      |      |      |      | 4.0   |      | 4.0  | 4.0   |      |
| Lane Util. Factor      | 0.95  | 0.95 | 1.00 |      |      |      |      | 0.95  |      | 1.00 | 0.95  |      |
| Frt                    | 1.00  | 1.00 | 0.85 |      |      |      |      | 1.00  |      | 1.00 | 1.00  |      |
| Flt Protected          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00  |      | 0.95 | 1.00  |      |
| Satd. Flow (prot)      | 1681  | 1681 | 1583 |      |      |      |      | 3526  |      | 1770 | 3539  |      |
| Flt Permitted          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00  |      | 0.95 | 1.00  |      |
| Satd. Flow (perm)      | 1681  | 1681 | 1583 |      |      |      |      | 3526  |      | 1770 | 3539  |      |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)        | 400   | 0    | 95   | 0    | 0    | 0    | 0    | 821   | 21   | 253  | 1021  | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 77   | 0    | 0    | 0    | 0    | 2     | 0    | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 200   | 200  | 18   | 0    | 0    | 0    | 0    | 840   | 0    | 253  | 1021  | 0    |
| Turn Type              | Perm  |      | Perm |      |      |      |      |       |      | Prot |       |      |
| Protected Phases       |       |      | 4    |      |      |      |      | 2     |      |      | 1     | 6    |
| Permitted Phases       | 4     |      |      |      |      |      |      |       |      |      |       |      |
| Actuated Green, G (s)  | 15.1  | 15.1 | 15.1 |      |      |      |      | 36.7  |      |      | 16.2  | 56.9 |
| Effective Green, g (s) | 15.1  | 15.1 | 15.1 |      |      |      |      | 36.7  |      |      | 16.2  | 56.9 |
| Actuated g/C Ratio     | 0.19  | 0.19 | 0.19 |      |      |      |      | 0.46  |      |      | 0.20  | 0.71 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0  |      |      |      |      | 4.0   |      |      | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  |      |      |      |      | 3.0   |      |      | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 317   | 317  | 299  |      |      |      |      | 1618  |      |      | 358   | 2517 |
| v/s Ratio Prot         |       |      |      |      |      |      |      | c0.24 |      |      | c0.14 | 0.29 |
| v/s Ratio Perm         | c0.12 | 0.12 | 0.01 |      |      |      |      |       |      |      |       |      |
| v/c Ratio              | 0.63  | 0.63 | 0.06 |      |      |      |      | 0.52  |      |      | 0.71  | 0.41 |
| Uniform Delay, d1      | 29.9  | 29.9 | 26.6 |      |      |      |      | 15.4  |      |      | 29.7  | 4.7  |
| Progression Factor     | 0.93  | 0.93 | 0.77 |      |      |      |      | 1.00  |      |      | 0.99  | 0.28 |
| Incremental Delay, d2  | 4.0   | 4.0  | 0.1  |      |      |      |      | 1.2   |      |      | 5.6   | 0.4  |
| Delay (s)              | 31.9  | 31.9 | 20.6 |      |      |      |      | 16.6  |      |      | 35.0  | 1.8  |
| Level of Service       | C     | C    | C    |      |      |      |      | B     |      |      | C     | A    |
| Approach Delay (s)     | 29.7  |      |      | 0.0  |      |      |      | 16.6  |      |      | 8.4   |      |
| Approach LOS           | C     |      |      | A    |      |      |      | B     |      |      | A     |      |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| HCM Average Control Delay         | 15.1  | HCM Level of Service |
| HCM Volume to Capacity ratio      | 0.59  | B                    |
| Actuated Cycle Length (s)         | 80.0  | Sum of lost time (s) |
| Intersection Capacity Utilization | 56.0% | 12.0                 |
| Analysis Period (min)             | 15    | ICU Level of Service |
| c Critical Lane Group             |       | B                    |

HCM Signalized Intersection Capacity Analysis  
117: Capital Parks Drive & Lammers Road

2035 No Project  
PM Peak Hour

| Movement               | EBL  | EBT  | EBR   | WBL   | WBT   | WBR  | NBL   | NBT  | NBR  | SBL   | SBT   | SBR   |
|------------------------|------|------|-------|-------|-------|------|-------|------|------|-------|-------|-------|
| Lane Configurations    |      |      |       |       |       |      |       |      |      |       |       |       |
| Volume (vph)           | 170  | 90   | 250   | 100   | 330   | 60   | 740   | 1630 | 120  | 30    | 1760  | 400   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.97 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 0.97  | 0.91 | 1.00 | 1.00  | 0.91  | 1.00  |
| Frt                    | 1.00 | 1.00 | 0.85  | 1.00  | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 3433 | 1863 | 1583  | 1770  | 1863  | 1583 | 3433  | 5085 | 1583 | 1770  | 5085  | 1583  |
| Flt Permitted          | 0.95 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 3433 | 1863 | 1583  | 1770  | 1863  | 1583 | 3433  | 5085 | 1583 | 1770  | 5085  | 1583  |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)        | 179  | 95   | 263   | 105   | 347   | 63   | 779   | 1716 | 126  | 32    | 1853  | 421   |
| RTOR Reduction (vph)   | 0    | 0    | 0     | 0     | 0     | 49   | 0     | 0    | 50   | 0     | 0     | 0     |
| Lane Group Flow (vph)  | 179  | 95   | 263   | 105   | 347   | 14   | 779   | 1716 | 76   | 32    | 1853  | 421   |
| Turn Type              | Prot |      | Free  | Prot  |       | Perm | Prot  |      | Perm | Prot  |       | Free  |
| Protected Phases       | 7    | 4    |       | 3     | 8     |      | 5     | 2    |      | 1     | 6     |       |
| Permitted Phases       |      |      | Free  |       |       | 8    |       |      | 2    |       |       | Free  |
| Actuated Green, G (s)  | 9.0  | 30.2 | 135.1 | 8.0   | 29.2  | 29.2 | 30.1  | 77.4 | 77.4 | 3.5   | 50.8  | 135.1 |
| Effective Green, g (s) | 9.0  | 30.2 | 135.1 | 8.0   | 29.2  | 29.2 | 30.1  | 77.4 | 77.4 | 3.5   | 50.8  | 135.1 |
| Actuated g/C Ratio     | 0.07 | 0.22 | 1.00  | 0.06  | 0.22  | 0.22 | 0.22  | 0.57 | 0.57 | 0.03  | 0.38  | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |       | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0  | 3.0  |       | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 229  | 416  | 1583  | 105   | 403   | 342  | 765   | 2913 | 907  | 46    | 1912  | 1583  |
| v/s Ratio Prot         | 0.05 | 0.05 |       | c0.06 | c0.19 |      | c0.23 | 0.34 |      | 0.02  | c0.36 |       |
| v/s Ratio Perm         |      |      | 0.17  |       |       | 0.01 |       |      | 0.05 |       |       | c0.27 |
| v/c Ratio              | 0.78 | 0.23 | 0.17  | 1.00  | 0.86  | 0.04 | 1.02  | 0.59 | 0.08 | 0.70  | 0.97  | 0.27  |
| Uniform Delay, d1      | 62.1 | 42.9 | 0.0   | 63.5  | 51.0  | 41.9 | 52.5  | 18.6 | 12.9 | 65.3  | 41.4  | 0.0   |
| Progression Factor     | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 15.8 | 0.3  | 0.2   | 87.8  | 16.9  | 0.0  | 37.2  | 0.3  | 0.0  | 36.9  | 13.9  | 0.4   |
| Delay (s)              | 77.9 | 43.2 | 0.2   | 151.4 | 67.9  | 41.9 | 89.7  | 18.9 | 13.0 | 102.2 | 55.2  | 0.4   |
| Level of Service       | E    | D    | A     | F     | E     | D    | F     | B    | B    | F     | E     | A     |
| Approach Delay (s)     |      | 33.7 |       |       | 81.7  |      |       | 39.7 |      |       | 45.9  |       |
| Approach LOS           |      | C    |       |       | F     |      |       | D    |      |       | D     |       |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 45.2  | HCM Level of Service | D    |
| HCM Volume to Capacity ratio      | 0.95  |                      |      |
| Actuated Cycle Length (s)         | 135.1 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 90.7% | ICU Level of Service | E    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Unsignalized Intersection Capacity Analysis  
 119: Old Schulte Road & Lammers Road

2035 No Project  
 PM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    | ↔    |      | ↑↑↑  |      |      | ↑↑↑  |
| Volume (veh/h)         | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0    | 0    | 0    | 0    | 0    | 0    |
| Pedestrians            |      |      |      |      |      |      |
| Lane Width (ft)        |      |      |      |      |      |      |
| Walking Speed (ft/s)   |      |      |      |      |      |      |
| Percent Blockage       |      |      |      |      |      |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 0    | 0    |      |      | 0    |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 0    | 0    |      |      | 0    |      |
| tC, single (s)         | 6.8  | 6.9  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 100  | 100  |      |      | 100  |      |
| cM capacity (veh/h)    | 1023 | 1084 |      |      | 1622 |      |

| Direction, Lane #      | WB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 | SB 4 |
|------------------------|------|------|------|------|------|------|------|------|
| Volume Total           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Volume Left            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Volume Right           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| cSH                    | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity     | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Control Delay (s)      | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Lane LOS               | A    |      |      |      |      |      |      |      |
| Approach Delay (s)     | 0.0  | 0.0  |      |      | 0.0  |      |      |      |
| Approach LOS           | A    |      |      |      |      |      |      |      |

| Intersection Summary              |      |                      |   |
|-----------------------------------|------|----------------------|---|
| Average Delay                     |      | 0.0                  |   |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min)             |      | 15                   |   |

# **2035 Plus Phase 1 LOS Calculation Worksheets**

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB Ramps & Mountain House Parkway

2035 Plus Phase I  
 AM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT                  | WBR   | NBL   | NBT  | NBR  | SBL  | SBT   | SBR   |  |
|-----------------------------------|------|------|-------|-------|----------------------|-------|-------|------|------|------|-------|-------|--|
| Lane Configurations               |      |      |       |       | ↕                    | ↗↘    | ↖     | ↕↕   |      |      | ↕↕↕   | ↖     |  |
| Volume (vph)                      | 0    | 0    | 0     | 610   | 0                    | 1740  | 70    | 300  | 0    | 0    | 1670  | 350   |  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900                 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  |  |
| Total Lost time (s)               |      |      |       |       | 4.0                  | 4.0   | 4.0   | 4.0  |      |      | 4.0   | 2.3   |  |
| Lane Util. Factor                 |      |      |       |       | 1.00                 | 0.88  | 1.00  | 0.95 |      |      | 0.91  | 1.00  |  |
| Frbp, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 0.99  |  |
| Flpb, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 1.00  |  |
| Frt                               |      |      |       |       | 1.00                 | 0.85  | 1.00  | 1.00 |      |      | 1.00  | 0.85  |  |
| Flt Protected                     |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00  |  |
| Satd. Flow (prot)                 |      |      |       |       | 1641                 | 2584  | 1641  | 3282 |      |      | 4715  | 1450  |  |
| Flt Permitted                     |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00  |  |
| Satd. Flow (perm)                 |      |      |       |       | 1641                 | 2584  | 1641  | 3282 |      |      | 4715  | 1450  |  |
| Peak-hour factor, PHF             | 1.00 | 1.00 | 1.00  | 1.00  | 1.00                 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |  |
| Adj. Flow (vph)                   | 0    | 0    | 0     | 610   | 0                    | 1740  | 70    | 300  | 0    | 0    | 1670  | 350   |  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0     | 0                    | 435   | 0     | 0    | 0    | 0    | 0     | 0     |  |
| Lane Group Flow (vph)             | 0    | 0    | 0     | 0     | 610                  | 1305  | 70    | 300  | 0    | 0    | 1670  | 350   |  |
| Confl. Peds. (#/hr)               |      |      |       |       |                      |       |       |      | 10   |      |       |       |  |
| Confl. Bikes (#/hr)               |      |      |       |       |                      |       |       |      |      |      |       | 2     |  |
| Heavy Vehicles (%)                | 10%  | 10%  | 10%   | 10%   | 10%                  | 10%   | 10%   | 10%  | 10%  | 10%  | 10%   | 10%   |  |
| Turn Type                         |      |      |       | Split |                      | Perm  | Prot  |      |      |      |       | Free  |  |
| Protected Phases                  |      |      |       | 8     | 8                    |       | 5     | 2    |      |      | 6     |       |  |
| Permitted Phases                  |      |      |       |       |                      | 8     |       |      |      |      |       | Free  |  |
| Actuated Green, G (s)             |      |      |       |       | 58.9                 | 58.9  | 8.9   | 60.3 |      |      | 46.9  | 130.0 |  |
| Effective Green, g (s)            |      |      |       |       | 60.0                 | 60.0  | 9.4   | 62.0 |      |      | 48.6  | 130.0 |  |
| Actuated g/C Ratio                |      |      |       |       | 0.46                 | 0.46  | 0.07  | 0.48 |      |      | 0.37  | 1.00  |  |
| Clearance Time (s)                |      |      |       |       | 5.1                  | 5.1   | 4.5   | 5.7  |      |      | 5.7   |       |  |
| Vehicle Extension (s)             |      |      |       |       | 2.3                  | 2.3   | 4.0   | 4.0  |      |      | 4.0   |       |  |
| Lane Grp Cap (vph)                |      |      |       |       | 757                  | 1193  | 119   | 1565 |      |      | 1763  | 1450  |  |
| v/s Ratio Prot                    |      |      |       |       | 0.37                 |       | c0.04 | 0.09 |      |      | c0.35 |       |  |
| v/s Ratio Perm                    |      |      |       |       |                      | c0.51 |       |      |      |      |       | 0.24  |  |
| v/c Ratio                         |      |      |       |       | 0.81                 | 1.09  | 0.59  | 0.19 |      |      | 0.95  | 0.24  |  |
| Uniform Delay, d1                 |      |      |       |       | 30.0                 | 35.0  | 58.4  | 19.6 |      |      | 39.5  | 0.0   |  |
| Progression Factor                |      |      |       |       | 1.00                 | 1.00  | 0.82  | 0.78 |      |      | 1.00  | 1.00  |  |
| Incremental Delay, d2             |      |      |       |       | 6.0                  | 55.7  | 8.5   | 0.3  |      |      | 12.1  | 0.4   |  |
| Delay (s)                         |      |      |       |       | 36.0                 | 90.7  | 56.4  | 15.5 |      |      | 51.6  | 0.4   |  |
| Level of Service                  |      |      |       |       | D                    | F     | E     | B    |      |      | D     | A     |  |
| Approach Delay (s)                |      | 0.0  |       |       | 76.5                 |       |       | 23.3 |      |      | 42.7  |       |  |
| Approach LOS                      |      | A    |       |       | E                    |       |       | C    |      |      | D     |       |  |
| <b>Intersection Summary</b>       |      |      |       |       |                      |       |       |      |      |      |       |       |  |
| HCM Average Control Delay         |      |      | 58.0  |       | HCM Level of Service |       |       |      |      |      | E     |       |  |
| HCM Volume to Capacity ratio      |      |      | 0.99  |       |                      |       |       |      |      |      |       |       |  |
| Actuated Cycle Length (s)         |      |      | 130.0 |       | Sum of lost time (s) |       |       |      |      |      | 12.0  |       |  |
| Intersection Capacity Utilization |      |      | 82.7% |       | ICU Level of Service |       |       |      |      |      | E     |       |  |
| Analysis Period (min)             |      |      | 15    |       |                      |       |       |      |      |      |       |       |  |
| c Critical Lane Group             |      |      |       |       |                      |       |       |      |      |      |       |       |  |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Ramps & Mountain House Parkway

2035 Plus Phase I  
 AM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|------|------|-------|------|
| Lane Configurations    | ↘     | ↖    | ↗    |      |      |      |      | ↑↑   | ↗    |      | ↑↑    |      |
| Volume (vph)           | 150   | 0    | 170  | 0    | 0    | 0    | 0    | 220  | 150  | 0    | 770   | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7  |      | 5.7   |      |
| Lane Util. Factor      | 0.95  | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00 |      | 0.95  |      |
| Frbp, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 0.96 |      | 1.00  |      |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Frt                    | 1.00  | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85 |      | 1.00  |      |
| Flt Protected          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Satd. Flow (prot)      | 1559  | 1559 | 1468 |      |      |      |      | 3282 | 1405 |      | 3282  |      |
| Flt Permitted          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00 |      | 1.00  |      |
| Satd. Flow (perm)      | 1559  | 1559 | 1468 |      |      |      |      | 3282 | 1405 |      | 3282  |      |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Adj. Flow (vph)        | 150   | 0    | 170  | 0    | 0    | 0    | 0    | 220  | 150  | 0    | 770   | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 140  | 0    | 0    | 0    | 0    | 0    | 45   | 0    | 0     | 0    |
| Lane Group Flow (vph)  | 75    | 75   | 30   | 0    | 0    | 0    | 0    | 220  | 105  | 0    | 770   | 0    |
| Confl. Peds. (#/hr)    |       |      |      |      |      |      |      |      | 10   |      |       | 10   |
| Confl. Bikes (#/hr)    |       |      |      |      |      |      |      |      |      |      |       | 1    |
| Heavy Vehicles (%)     | 10%   | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%   | 10%  |
| Turn Type              | Split |      | Perm |      |      |      |      |      | Perm |      |       |      |
| Protected Phases       | 4     | 4    |      |      |      |      |      | 2    |      |      | 6     |      |
| Permitted Phases       |       |      | 4    |      |      |      |      |      | 2    |      |       |      |
| Actuated Green, G (s)  | 8.5   | 8.5  | 8.5  |      |      |      |      | 45.7 | 45.7 |      | 45.7  |      |
| Effective Green, g (s) | 8.5   | 8.5  | 8.5  |      |      |      |      | 45.7 | 45.7 |      | 45.7  |      |
| Actuated g/C Ratio     | 0.13  | 0.13 | 0.13 |      |      |      |      | 0.70 | 0.70 |      | 0.70  |      |
| Clearance Time (s)     | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7  |      | 5.7   |      |
| Vehicle Extension (s)  | 1.3   | 1.3  | 1.3  |      |      |      |      | 4.0  | 4.0  |      | 4.0   |      |
| Lane Grp Cap (vph)     | 204   | 204  | 192  |      |      |      |      | 2307 | 988  |      | 2307  |      |
| v/s Ratio Prot         | c0.05 | 0.05 |      |      |      |      |      | 0.07 |      |      | c0.23 |      |
| v/s Ratio Perm         |       |      | 0.02 |      |      |      |      |      | 0.08 |      |       |      |
| v/c Ratio              | 0.37  | 0.37 | 0.16 |      |      |      |      | 0.10 | 0.11 |      | 0.33  |      |
| Uniform Delay, d1      | 25.8  | 25.8 | 25.1 |      |      |      |      | 3.1  | 3.1  |      | 3.7   |      |
| Progression Factor     | 1.00  | 1.00 | 1.00 |      |      |      |      | 0.82 | 1.92 |      | 1.20  |      |
| Incremental Delay, d2  | 0.4   | 0.4  | 0.1  |      |      |      |      | 0.1  | 0.2  |      | 0.2   |      |
| Delay (s)              | 26.2  | 26.2 | 25.2 |      |      |      |      | 2.6  | 6.2  |      | 4.7   |      |
| Level of Service       | C     | C    | C    |      |      |      |      | A    | A    |      | A     |      |
| Approach Delay (s)     |       | 25.7 |      |      | 0.0  |      |      | 4.0  |      |      | 4.7   |      |
| Approach LOS           |       | C    |      |      | A    |      |      | A    |      |      | A     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 9.1   | HCM Level of Service | A    |
| HCM Volume to Capacity ratio      | 0.34  |                      |      |
| Actuated Cycle Length (s)         | 65.0  | Sum of lost time (s) | 10.8 |
| Intersection Capacity Utilization | 91.9% | ICU Level of Service | F    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
3: Capital Parks Drive & Mountain House Parkway

2035 Plus Phase I  
AM Peak Hour



| Movement               | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |
|------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations    |       |       |       |       |       |       |
| Volume (vph)           | 20    | 140   | 460   | 50    | 160   | 650   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frpb, ped/bikes        | 1.00  | 0.99  | 1.00  | 0.95  | 1.00  | 1.00  |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                    | 1.00  | 0.85  | 1.00  | 0.85  | 1.00  | 1.00  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 1.00  | 0.95  | 1.00  |
| Satd. Flow (prot)      | 1641  | 1446  | 1727  | 1400  | 1641  | 1727  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 1.00  | 0.49  | 1.00  |
| Satd. Flow (perm)      | 1641  | 1446  | 1727  | 1400  | 848   | 1727  |
| Peak-hour factor, PHF  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)        | 20    | 140   | 460   | 50    | 160   | 650   |
| RTOR Reduction (vph)   | 0     | 0     | 0     | 6     | 0     | 0     |
| Lane Group Flow (vph)  | 20    | 140   | 460   | 44    | 160   | 650   |
| Confl. Peds. (#/hr)    |       | 10    |       | 10    |       |       |
| Heavy Vehicles (%)     | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   |
| Turn Type              |       | Free  |       | Perm  | Perm  |       |
| Protected Phases       | 8     |       | 2     |       |       | 6     |
| Permitted Phases       |       | Free  |       | 2     | 6     |       |
| Actuated Green, G (s)  | 8.6   | 130.0 | 113.4 | 113.4 | 113.4 | 113.4 |
| Effective Green, g (s) | 8.6   | 130.0 | 113.4 | 113.4 | 113.4 | 113.4 |
| Actuated g/C Ratio     | 0.07  | 1.00  | 0.87  | 0.87  | 0.87  | 0.87  |
| Clearance Time (s)     | 4.0   |       | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   |       | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 109   | 1446  | 1506  | 1221  | 740   | 1506  |
| v/s Ratio Prot         | c0.01 |       | 0.27  |       |       | c0.38 |
| v/s Ratio Perm         |       | 0.10  |       | 0.03  | 0.19  |       |
| v/c Ratio              | 0.18  | 0.10  | 0.31  | 0.04  | 0.22  | 0.43  |
| Uniform Delay, d1      | 57.4  | 0.0   | 1.4   | 1.1   | 1.3   | 1.7   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.20  | 2.58  |
| Incremental Delay, d2  | 0.8   | 0.1   | 0.5   | 0.1   | 0.6   | 0.9   |
| Delay (s)              | 58.2  | 0.1   | 2.0   | 1.1   | 2.2   | 5.3   |
| Level of Service       | E     | A     | A     | A     | A     | A     |
| Approach Delay (s)     | 7.4   |       | 1.9   |       |       | 4.7   |
| Approach LOS           | A     |       | A     |       |       | A     |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 4.0   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.41  |                      |     |
| Actuated Cycle Length (s)         | 130.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 52.1% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Unsignalized Intersection Capacity Analysis  
 4: New Schulte Road & Mountain House Parkway

2035 Plus Phase I  
 AM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    |      |      |      |      |      |      |
| Volume (veh/h)         | 40   | 160  | 310  | 30   | 350  | 320  |
| Sign Control           | Stop |      | Free |      | Free |      |
| Grade                  | 0%   |      | 0%   |      | 0%   |      |
| Peak Hour Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 40   | 160  | 310  | 30   | 350  | 320  |
| Pedestrians            | 10   |      |      |      | 10   |      |
| Lane Width (ft)        | 12.0 |      |      |      | 12.0 |      |
| Walking Speed (ft/s)   | 4.0  |      |      |      | 4.0  |      |
| Percent Blockage       | 1    |      |      |      | 1    |      |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            | None |      |      | None |      |      |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1340 | 330  |      |      | 350  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1340 | 330  |      |      | 350  |      |
| tC, single (s)         | 6.5  | 6.3  |      |      | 4.2  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.6  | 3.4  |      |      | 2.3  |      |
| p0 queue free %        | 64   | 77   |      |      | 70   |      |
| cM capacity (veh/h)    | 112  | 682  |      |      | 1156 |      |

| Direction, Lane #      | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|------------------------|------|------|------|------|------|------|
| Volume Total           | 40   | 160  | 310  | 30   | 350  | 320  |
| Volume Left            | 40   | 0    | 0    | 0    | 350  | 0    |
| Volume Right           | 0    | 160  | 0    | 30   | 0    | 0    |
| cSH                    | 112  | 682  | 1700 | 1700 | 1156 | 1700 |
| Volume to Capacity     | 0.36 | 0.23 | 0.18 | 0.02 | 0.30 | 0.19 |
| Queue Length 95th (ft) | 36   | 23   | 0    | 0    | 32   | 0    |
| Control Delay (s)      | 54.1 | 11.9 | 0.0  | 0.0  | 9.5  | 0.0  |
| Lane LOS               | F    | B    |      |      | A    |      |
| Approach Delay (s)     | 20.3 |      | 0.0  |      | 4.9  |      |
| Approach LOS           | C    |      |      |      |      |      |

| Intersection Summary              |  |  |       |  |                      |   |
|-----------------------------------|--|--|-------|--|----------------------|---|
| Average Delay                     |  |  | 6.1   |  |                      |   |
| Intersection Capacity Utilization |  |  | 51.9% |  | ICU Level of Service | A |
| Analysis Period (min)             |  |  | 15    |  |                      |   |



HCM Unsignalized Intersection Capacity Analysis  
 102: I-205 EB On-Ramp & Mountain House Parkway

2035 Plus Phase I  
 AM Peak Hour



| Movement                          | EBL         | EBR         | NBL         | NBT         | SBT                  | SBR  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             |             | ↑↑          | ↑↑                   | ↗    |
| Volume (veh/h)                    | 0           | 0           | 0           | 370         | 770                  | 1430 |
| Sign Control                      | Stop        |             |             | Free        | Free                 |      |
| Grade                             | 0%          |             |             | 0%          | 0%                   |      |
| Peak Hour Factor                  | 1.00        | 1.00        | 1.00        | 1.00        | 1.00                 | 1.00 |
| Hourly flow rate (vph)            | 0           | 0           | 0           | 370         | 770                  | 1430 |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             |             | None        | None                 |      |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             | 318         | 426                  |      |
| pX, platoon unblocked             |             |             |             |             |                      |      |
| vC, conflicting volume            | 955         | 385         | 2200        |             |                      |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 955         | 385         | 2200        |             |                      |      |
| tC, single (s)                    | 7.0         | 7.1         | 4.3         |             |                      |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.6         | 3.4         | 2.3         |             |                      |      |
| p0 queue free %                   | 100         | 100         | 100         |             |                      |      |
| cM capacity (veh/h)               | 246         | 597         | 217         |             |                      |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 185         | 185         | 385         | 385         | 1430                 |      |
| Volume Left                       | 0           | 0           | 0           | 0           | 0                    |      |
| Volume Right                      | 0           | 0           | 0           | 0           | 1430                 |      |
| cSH                               | 1700        | 1700        | 1700        | 1700        | 1700                 |      |
| Volume to Capacity                | 0.11        | 0.11        | 0.23        | 0.23        | 0.84                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 0           | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 0.0         | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             |             |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 0.0         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 0.0         |             |                      |      |
| Intersection Capacity Utilization |             |             | 91.9%       |             | ICU Level of Service | F    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

HCM Signalized Intersection Capacity Analysis  
103: Road A & Mountain House Parkway

2035 Plus Phase I  
AM Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT   | WBR  | NBL                  | NBT  | NBR  | SBL  | SBT   | SBR  |
|-----------------------------------|------|------|-------|-------|-------|------|----------------------|------|------|------|-------|------|
| Lane Configurations               |      |      |       |       |       |      |                      |      |      |      |       |      |
| Volume (vph)                      | 40   | 10   | 70    | 40    | 10    | 20   | 200                  | 310  | 90   | 50   | 770   | 110  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900                 | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)               | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   |      | 4.0                  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor                 | 0.97 | 0.95 | 0.95  | 0.97  | 1.00  |      | 1.00                 | 0.95 | 1.00 | 1.00 | 0.95  | 1.00 |
| Frpb, ped/bikes                   | 1.00 | 0.98 | 0.97  | 1.00  | 0.98  |      | 1.00                 | 1.00 | 0.95 | 1.00 | 1.00  | 0.95 |
| Flpb, ped/bikes                   | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  |      | 1.00                 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                               | 1.00 | 0.89 | 0.85  | 1.00  | 0.90  |      | 1.00                 | 1.00 | 0.85 | 1.00 | 1.00  | 0.85 |
| Flt Protected                     | 0.95 | 1.00 | 1.00  | 0.95  | 1.00  |      | 0.95                 | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (prot)                 | 3183 | 1427 | 1359  | 3183  | 1528  |      | 1641                 | 3282 | 1394 | 1641 | 3282  | 1400 |
| Flt Permitted                     | 0.95 | 1.00 | 1.00  | 0.95  | 1.00  |      | 0.95                 | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 |
| Satd. Flow (perm)                 | 3183 | 1427 | 1359  | 3183  | 1528  |      | 1641                 | 3282 | 1394 | 1641 | 3282  | 1400 |
| Peak-hour factor, PHF             | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00                 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Adj. Flow (vph)                   | 40   | 10   | 70    | 40    | 10    | 20   | 200                  | 310  | 90   | 50   | 770   | 110  |
| RTOR Reduction (vph)              | 0    | 28   | 36    | 0     | 0     | 0    | 0                    | 0    | 28   | 0    | 0     | 39   |
| Lane Group Flow (vph)             | 40   | 13   | 3     | 40    | 30    | 0    | 200                  | 310  | 62   | 50   | 770   | 71   |
| Confl. Peds. (#/hr)               |      |      | 10    |       |       | 10   |                      |      | 10   |      |       | 10   |
| Heavy Vehicles (%)                | 10%  | 10%  | 10%   | 10%   | 10%   | 10%  | 10%                  | 10%  | 10%  | 10%  | 10%   | 10%  |
| Turn Type                         | Prot |      | Perm  | Prot  |       |      | Prot                 |      | Perm | Prot |       | Perm |
| Protected Phases                  | 7    | 4    |       | 3     | 8     |      | 5                    | 2    |      | 1    | 6     |      |
| Permitted Phases                  |      |      | 4     |       |       |      |                      |      | 2    |      |       | 6    |
| Actuated Green, G (s)             | 7.7  | 10.9 | 10.9  | 5.8   | 9.0   |      | 21.1                 | 89.1 | 89.1 | 8.2  | 76.2  | 76.2 |
| Effective Green, g (s)            | 7.7  | 10.9 | 10.9  | 5.8   | 9.0   |      | 21.1                 | 89.1 | 89.1 | 8.2  | 76.2  | 76.2 |
| Actuated g/C Ratio                | 0.06 | 0.08 | 0.08  | 0.04  | 0.07  |      | 0.16                 | 0.69 | 0.69 | 0.06 | 0.59  | 0.59 |
| Clearance Time (s)                | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   |      | 4.0                  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)             | 3.0  | 3.0  | 3.0   | 3.0   | 3.0   |      | 3.0                  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)                | 189  | 120  | 114   | 142   | 106   |      | 266                  | 2249 | 955  | 104  | 1924  | 821  |
| v/s Ratio Prot                    | 0.01 | 0.01 |       | c0.01 | c0.02 |      | c0.12                | 0.09 |      | 0.03 | c0.23 |      |
| v/s Ratio Perm                    |      |      | 0.00  |       |       |      |                      |      | 0.04 |      |       | 0.05 |
| v/c Ratio                         | 0.21 | 0.10 | 0.03  | 0.28  | 0.28  |      | 0.75                 | 0.14 | 0.06 | 0.48 | 0.40  | 0.09 |
| Uniform Delay, d1                 | 58.3 | 55.0 | 54.7  | 60.1  | 57.4  |      | 52.0                 | 7.1  | 6.7  | 58.8 | 14.5  | 11.7 |
| Progression Factor                | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  |      | 0.96                 | 0.78 | 1.12 | 1.08 | 0.55  | 0.34 |
| Incremental Delay, d2             | 0.6  | 0.4  | 0.1   | 1.1   | 1.5   |      | 11.2                 | 0.1  | 0.1  | 3.3  | 0.6   | 0.2  |
| Delay (s)                         | 58.8 | 55.4 | 54.8  | 61.2  | 58.9  |      | 60.9                 | 5.7  | 7.7  | 67.0 | 8.6   | 4.2  |
| Level of Service                  | E    | E    | D     | E     | E     |      | E                    | A    | A    | E    | A     | A    |
| Approach Delay (s)                |      | 56.4 |       |       | 60.2  |      |                      | 24.4 |      |      | 11.2  |      |
| Approach LOS                      |      | E    |       |       | E     |      |                      | C    |      |      | B     |      |
| <b>Intersection Summary</b>       |      |      |       |       |       |      |                      |      |      |      |       |      |
| HCM Average Control Delay         |      |      | 20.9  |       |       |      | HCM Level of Service |      |      |      | C     |      |
| HCM Volume to Capacity ratio      |      |      | 0.44  |       |       |      |                      |      |      |      |       |      |
| Actuated Cycle Length (s)         |      |      | 130.0 |       |       |      | Sum of lost time (s) |      |      |      | 16.0  |      |
| Intersection Capacity Utilization |      |      | 54.6% |       |       |      | ICU Level of Service |      |      |      | A     |      |
| Analysis Period (min)             |      |      | 15    |       |       |      |                      |      |      |      |       |      |
| c Critical Lane Group             |      |      |       |       |       |      |                      |      |      |      |       |      |

HCM Signalized Intersection Capacity Analysis  
5: Old Schulte Road & Mountain House Parkway

2035 Plus Phase I  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|-------|-------|------|------|-------|------|-------|------|------|
| Lane Configurations    |      |      |      |       |       |      |      |       |      |       |      |      |
| Volume (vph)           | 20   | 20   | 50   | 120   | 30    | 320  | 30   | 170   | 230  | 220   | 170  | 30   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5  | 7.5   | 7.5  | 7.5   | 7.5  | 7.5  |
| Lane Util. Factor      | 1.00 | 0.95 | 1.00 | 0.97  | 1.00  |      | 1.00 | 0.95  | 1.00 | 0.97  | 0.95 | 1.00 |
| Frbp, ped/bikes        | 1.00 | 1.00 | 0.98 | 1.00  | 0.99  |      | 1.00 | 1.00  | 0.98 | 1.00  | 1.00 | 0.97 |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00  | 0.86  |      | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1352 | 2714 | 1189 | 2633  | 1215  |      | 1357 | 2714  | 1195 | 2633  | 2714 | 1183 |
| Flt Permitted          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 1352 | 2714 | 1189 | 2633  | 1215  |      | 1357 | 2714  | 1195 | 2633  | 2714 | 1183 |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 |
| Adj. Flow (vph)        | 21   | 21   | 53   | 126   | 32    | 337  | 32   | 179   | 242  | 232   | 179  | 32   |
| RTOR Reduction (vph)   | 0    | 0    | 45   | 0     | 249   | 0    | 0    | 0     | 201  | 0     | 0    | 22   |
| Lane Group Flow (vph)  | 21   | 21   | 8    | 126   | 120   | 0    | 32   | 179   | 41   | 232   | 179  | 10   |
| Confl. Peds. (#/hr)    |      |      | 5    |       |       | 5    |      |       | 5    |       |      | 5    |
| Heavy Vehicles (%)     | 33%  | 33%  | 33%  | 33%   | 33%   | 33%  | 33%  | 33%   | 33%  | 33%   | 33%  | 33%  |
| Bus Blockages (#/hr)   | 1    | 0    | 0    | 0     | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    |
| Turn Type              | Prot |      | Perm | Prot  |       |      | Prot |       | Perm | Prot  |      | Perm |
| Protected Phases       | 7    | 4    |      | 3     | 8     |      | 5    | 2     |      | 1     | 6    |      |
| Permitted Phases       |      |      | 4    |       |       |      |      |       | 2    |       |      | 6    |
| Actuated Green, G (s)  | 2.9  | 14.0 | 14.0 | 11.6  | 22.7  |      | 3.3  | 14.7  | 14.7 | 17.1  | 28.5 | 28.5 |
| Effective Green, g (s) | 2.9  | 14.0 | 14.0 | 11.6  | 22.7  |      | 3.3  | 14.7  | 14.7 | 17.1  | 28.5 | 28.5 |
| Actuated g/C Ratio     | 0.03 | 0.16 | 0.16 | 0.13  | 0.26  |      | 0.04 | 0.17  | 0.17 | 0.20  | 0.33 | 0.33 |
| Clearance Time (s)     | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5  | 7.5   | 7.5  | 7.5   | 7.5  | 7.5  |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   |      | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 45   | 435  | 190  | 349   | 316   |      | 51   | 456   | 201  | 515   | 885  | 386  |
| v/s Ratio Prot         | 0.02 | 0.01 |      | c0.05 | c0.10 |      | 0.02 | c0.07 |      | c0.09 | 0.07 |      |
| v/s Ratio Perm         |      |      | 0.01 |       |       |      |      |       | 0.03 |       |      | 0.01 |
| v/c Ratio              | 0.47 | 0.05 | 0.04 | 0.36  | 0.38  |      | 0.63 | 0.39  | 0.20 | 0.45  | 0.20 | 0.03 |
| Uniform Delay, d1      | 41.5 | 31.1 | 31.0 | 34.5  | 26.6  |      | 41.4 | 32.4  | 31.3 | 31.0  | 21.2 | 20.0 |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2  | 7.5  | 0.0  | 0.1  | 0.6   | 0.8   |      | 21.7 | 0.6   | 0.5  | 0.6   | 0.1  | 0.0  |
| Delay (s)              | 49.0 | 31.1 | 31.1 | 35.2  | 27.3  |      | 63.1 | 32.9  | 31.8 | 31.6  | 21.4 | 20.1 |
| Level of Service       | D    | C    | C    | D     | C     |      | E    | C     | C    | C     | C    | C    |
| Approach Delay (s)     |      | 35.1 |      |       | 29.3  |      |      | 34.5  |      |       | 26.6 |      |
| Approach LOS           |      | D    |      |       | C     |      |      | C     |      |       | C    |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 30.5  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.43  |                      |      |
| Actuated Cycle Length (s)         | 87.4  | Sum of lost time (s) | 30.0 |
| Intersection Capacity Utilization | 65.5% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 6: Mountain House Parkway & I-580 WB Ramps

2035 Plus Phase I  
 AM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Right Turn Channelized            |      |      |       |      |                      | Yes  |      |      | Yes  |      |      |      |
| Volume (veh/h)                    | 20   | 230  | 0     | 0    | 590                  | 200  | 150  | 0    | 340  | 0    | 0    | 0    |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 21   | 242  | 0     | 0    | 621                  | 211  | 158  | 0    | 358  | 0    | 0    | 0    |
| Approach Volume (veh/h)           |      | 263  |       |      | 621                  |      |      | 158  |      |      | 0    |      |
| Crossing Volume (veh/h)           |      | 0    |       |      | 179                  |      |      | 263  |      |      | 779  |      |
| High Capacity (veh/h)             |      | 1385 |       |      | 1204                 |      |      | 1127 |      |      | 746  |      |
| High v/c (veh/h)                  |      | 0.19 |       |      | 0.52                 |      |      | 0.14 |      |      | 0.00 |      |
| Low Capacity (veh/h)              |      | 1161 |       |      | 997                  |      |      | 927  |      |      | 589  |      |
| Low v/c (veh/h)                   |      | 0.23 |       |      | 0.62                 |      |      | 0.17 |      |      | 0.00 |      |
| <b>Intersection Summary</b>       |      |      |       |      |                      |      |      |      |      |      |      |      |
| Maximum v/c High                  |      |      | 0.52  |      |                      |      |      |      |      |      |      |      |
| Maximum v/c Low                   |      |      | 0.62  |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 46.0% |      | ICU Level of Service |      |      |      |      | A    |      |      |

HCM Unsignalized Intersection Capacity Analysis  
 7: Mountain House Parkway & I-580 EB Ramps

2035 Plus Phase I  
 AM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Right Turn Channelized            |      |      |       |      |                      |      |      |      |      |      |      | Yes  |
| Volume (veh/h)                    | 0    | 60   | 20    | 190  | 550                  | 0    | 0    | 0    | 0    | 190  | 0    | 10   |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 0    | 63   | 21    | 200  | 579                  | 0    | 0    | 0    | 0    | 200  | 0    | 11   |
| Approach Volume (veh/h)           |      | 84   |       |      | 779                  |      |      | 0    |      |      | 200  |      |
| Crossing Volume (veh/h)           |      | 400  |       |      | 0                    |      |      | 263  |      |      | 779  |      |
| High Capacity (veh/h)             |      | 1011 |       |      | 1385                 |      |      | 1127 |      |      | 746  |      |
| High v/c (veh/h)                  |      | 0.08 |       |      | 0.56                 |      |      | 0.00 |      |      | 0.27 |      |
| Low Capacity (veh/h)              |      | 823  |       |      | 1161                 |      |      | 927  |      |      | 589  |      |
| Low v/c (veh/h)                   |      | 0.10 |       |      | 0.67                 |      |      | 0.00 |      |      | 0.34 |      |
| <b>Intersection Summary</b>       |      |      |       |      |                      |      |      |      |      |      |      |      |
| Maximum v/c High                  |      |      | 0.56  |      |                      |      |      |      |      |      |      |      |
| Maximum v/c Low                   |      |      | 0.67  |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 63.3% |      | ICU Level of Service |      |      |      |      | B    |      |      |

HCM Signalized Intersection Capacity Analysis  
8: Capital Parks Drive & Hansen Road

2035 Plus Phase I  
AM Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT  | WBR                  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|-------|------|----------------------|------|-------|------|------|------|------|
| Lane Configurations               |      |      |       |       |      |                      |      |       |      |      |      |      |
| Volume (vph)                      | 10   | 80   | 30    | 340   | 200  | 20                   | 100  | 100   | 170  | 10   | 60   | 10   |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900 | 1900                 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  |                      | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  |      |
| Lane Util. Factor                 | 1.00 | 1.00 | 1.00  | 0.97  | 0.95 |                      | 0.97 | 1.00  | 1.00 | 1.00 | 1.00 |      |
| Frpb, ped/bikes                   | 1.00 | 1.00 | 0.99  | 1.00  | 1.00 |                      | 1.00 | 1.00  | 0.99 | 1.00 | 1.00 |      |
| Flpb, ped/bikes                   | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |                      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |      |
| Frt                               | 1.00 | 1.00 | 0.85  | 1.00  | 0.99 |                      | 1.00 | 1.00  | 0.85 | 1.00 | 0.98 |      |
| Flt Protected                     | 0.95 | 1.00 | 1.00  | 0.95  | 1.00 |                      | 0.95 | 1.00  | 1.00 | 0.95 | 1.00 |      |
| Satd. Flow (prot)                 | 1641 | 1727 | 1446  | 3183  | 3229 |                      | 3183 | 1727  | 1446 | 1641 | 1685 |      |
| Flt Permitted                     | 0.61 | 1.00 | 1.00  | 0.70  | 1.00 |                      | 0.75 | 1.00  | 1.00 | 0.75 | 1.00 |      |
| Satd. Flow (perm)                 | 1049 | 1727 | 1446  | 2354  | 3229 |                      | 2529 | 1727  | 1446 | 1304 | 1685 |      |
| Peak-hour factor, PHF             | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)                   | 11   | 84   | 32    | 358   | 211  | 21                   | 105  | 105   | 179  | 11   | 63   | 11   |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0     | 12   | 0                    | 0    | 0     | 0    | 0    | 8    | 0    |
| Lane Group Flow (vph)             | 11   | 84   | 32    | 358   | 220  | 0                    | 105  | 105   | 179  | 11   | 66   | 0    |
| Confl. Peds. (#/hr)               |      |      | 10    |       |      | 10                   |      |       | 10   |      |      | 10   |
| Heavy Vehicles (%)                | 10%  | 10%  | 10%   | 10%   | 10%  | 10%                  | 10%  | 10%   | 10%  | 10%  | 10%  | 10%  |
| Turn Type                         | Perm |      | Free  | Perm  |      |                      | Perm |       | Free | Perm |      |      |
| Protected Phases                  |      | 4    |       |       | 8    |                      |      | 2     |      |      | 6    |      |
| Permitted Phases                  | 4    |      | Free  | 8     |      |                      | 2    |       | Free | 6    |      |      |
| Actuated Green, G (s)             | 9.7  | 9.7  | 23.0  | 9.7   | 9.7  |                      | 5.3  | 5.3   | 23.0 | 5.3  | 5.3  |      |
| Effective Green, g (s)            | 9.7  | 9.7  | 23.0  | 9.7   | 9.7  |                      | 5.3  | 5.3   | 23.0 | 5.3  | 5.3  |      |
| Actuated g/C Ratio                | 0.42 | 0.42 | 1.00  | 0.42  | 0.42 |                      | 0.23 | 0.23  | 1.00 | 0.23 | 0.23 |      |
| Clearance Time (s)                | 4.0  | 4.0  |       | 4.0   | 4.0  |                      | 4.0  | 4.0   |      | 4.0  | 4.0  |      |
| Vehicle Extension (s)             | 3.0  | 3.0  |       | 3.0   | 3.0  |                      | 3.0  | 3.0   |      | 3.0  | 3.0  |      |
| Lane Grp Cap (vph)                | 442  | 728  | 1446  | 993   | 1362 |                      | 583  | 398   | 1446 | 300  | 388  |      |
| v/s Ratio Prot                    |      | 0.05 |       |       | 0.07 |                      |      | c0.06 |      |      | 0.04 |      |
| v/s Ratio Perm                    | 0.01 |      | 0.02  | c0.15 |      |                      | 0.04 |       | 0.12 | 0.01 |      |      |
| v/c Ratio                         | 0.02 | 0.12 | 0.02  | 0.36  | 0.16 |                      | 0.18 | 0.26  | 0.12 | 0.04 | 0.17 |      |
| Uniform Delay, d1                 | 3.9  | 4.0  | 0.0   | 4.5   | 4.1  |                      | 7.1  | 7.3   | 0.0  | 6.9  | 7.1  |      |
| Progression Factor                | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |                      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |      |
| Incremental Delay, d2             | 0.0  | 0.1  | 0.0   | 0.2   | 0.1  |                      | 0.1  | 0.4   | 0.2  | 0.1  | 0.2  |      |
| Delay (s)                         | 3.9  | 4.1  | 0.0   | 4.8   | 4.2  |                      | 7.3  | 7.6   | 0.2  | 6.9  | 7.3  |      |
| Level of Service                  | A    | A    | A     | A     | A    |                      | A    | A     | A    | A    | A    |      |
| Approach Delay (s)                |      | 3.1  |       |       | 4.5  |                      |      | 4.1   |      |      | 7.2  |      |
| Approach LOS                      |      | A    |       |       | A    |                      |      | A     |      |      | A    |      |
| <b>Intersection Summary</b>       |      |      |       |       |      |                      |      |       |      |      |      |      |
| HCM Average Control Delay         |      |      | 4.4   |       |      | HCM Level of Service |      |       | A    |      |      |      |
| HCM Volume to Capacity ratio      |      |      | 0.33  |       |      |                      |      |       |      |      |      |      |
| Actuated Cycle Length (s)         |      |      | 23.0  |       |      | Sum of lost time (s) |      |       | 8.0  |      |      |      |
| Intersection Capacity Utilization |      |      | 35.5% |       |      | ICU Level of Service |      |       | A    |      |      |      |
| Analysis Period (min)             |      |      | 15    |       |      |                      |      |       |      |      |      |      |
| c Critical Lane Group             |      |      |       |       |      |                      |      |       |      |      |      |      |

HCM Signalized Intersection Capacity Analysis  
9: New Schulte Road & Hansen Road

2035 Plus Phase I  
AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL   | NBT  | NBR  | SBL   | SBT   | SBR  |
|------------------------|------|------|------|-------|-------|------|-------|------|------|-------|-------|------|
| Lane Configurations    |      |      |      |       |       |      |       |      |      |       |       |      |
| Volume (vph)           | 10   | 130  | 120  | 280   | 310   | 60   | 70    | 270  | 100  | 20    | 270   | 50   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |      | 4.0   | 4.0   |      |
| Lane Util. Factor      | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 0.95 |      | 1.00  | 0.95  |      |
| Frbp, ped/bikes        | 1.00 | 1.00 | 0.98 | 1.00  | 1.00  | 0.98 | 1.00  | 0.99 |      | 1.00  | 0.99  |      |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |      | 1.00  | 1.00  |      |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00  | 1.00  | 0.85 | 1.00  | 0.96 |      | 1.00  | 0.98  |      |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 |      | 0.95  | 1.00  |      |
| Satd. Flow (prot)      | 1641 | 1727 | 1438 | 1641  | 1727  | 1438 | 1641  | 3118 |      | 1641  | 3186  |      |
| Flt Permitted          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 |      | 0.95  | 1.00  |      |
| Satd. Flow (perm)      | 1641 | 1727 | 1438 | 1641  | 1727  | 1438 | 1641  | 3118 |      | 1641  | 3186  |      |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 |
| Adj. Flow (vph)        | 11   | 137  | 126  | 295   | 326   | 63   | 74    | 284  | 105  | 21    | 284   | 53   |
| RTOR Reduction (vph)   | 0    | 0    | 98   | 0     | 0     | 35   | 0     | 36   | 0    | 0     | 17    | 0    |
| Lane Group Flow (vph)  | 11   | 137  | 28   | 295   | 326   | 28   | 74    | 353  | 0    | 21    | 320   | 0    |
| Confl. Peds. (#/hr)    |      |      | 10   |       |       | 10   |       |      | 10   |       |       | 10   |
| Heavy Vehicles (%)     | 10%  | 10%  | 10%  | 10%   | 10%   | 10%  | 10%   | 10%  | 10%  | 10%   | 10%   | 10%  |
| Turn Type              | Prot |      | Perm | Prot  |       | Perm | Prot  |      |      | Prot  |       |      |
| Protected Phases       | 7    | 4    |      | 3     | 8     |      | 5     | 2    |      | 1     |       | 6    |
| Permitted Phases       |      |      | 4    |       |       | 8    |       |      |      |       |       |      |
| Actuated Green, G (s)  | 1.1  | 15.5 | 15.5 | 16.9  | 31.3  | 31.3 | 6.7   | 20.4 |      | 1.2   | 14.9  |      |
| Effective Green, g (s) | 1.1  | 15.5 | 15.5 | 16.9  | 31.3  | 31.3 | 6.7   | 20.4 |      | 1.2   | 14.9  |      |
| Actuated g/C Ratio     | 0.02 | 0.22 | 0.22 | 0.24  | 0.45  | 0.45 | 0.10  | 0.29 |      | 0.02  | 0.21  |      |
| Clearance Time (s)     | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |      | 4.0   | 4.0   |      |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |      | 3.0   | 3.0   |      |
| Lane Grp Cap (vph)     | 26   | 382  | 318  | 396   | 772   | 643  | 157   | 909  |      | 28    | 678   |      |
| v/s Ratio Prot         | 0.01 | 0.08 |      | c0.18 | c0.19 |      | c0.05 | 0.11 |      | 0.01  | c0.10 |      |
| v/s Ratio Perm         |      |      | 0.02 |       |       | 0.02 |       |      |      |       |       |      |
| v/c Ratio              | 0.42 | 0.36 | 0.09 | 0.74  | 0.42  | 0.04 | 0.47  | 0.39 |      | 0.75  | 0.47  |      |
| Uniform Delay, d1      | 34.1 | 23.0 | 21.6 | 24.6  | 13.2  | 10.9 | 30.0  | 19.8 |      | 34.3  | 24.1  |      |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |      | 1.00  | 1.00  |      |
| Incremental Delay, d2  | 10.7 | 0.6  | 0.1  | 7.4   | 0.4   | 0.0  | 2.2   | 0.3  |      | 71.8  | 0.5   |      |
| Delay (s)              | 44.9 | 23.6 | 21.8 | 32.0  | 13.6  | 10.9 | 32.2  | 20.1 |      | 106.1 | 24.6  |      |
| Level of Service       | D    | C    | C    | C     | B     | B    | C     | C    |      | F     | C     |      |
| Approach Delay (s)     |      | 23.6 |      |       | 21.3  |      |       | 22.0 |      |       | 29.4  |      |
| Approach LOS           |      | C    |      |       | C     |      |       | C    |      |       | C     |      |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 23.5  | HCM Level of Service C    |
| HCM Volume to Capacity ratio      | 0.52  |                           |
| Actuated Cycle Length (s)         | 70.0  | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 55.6% | ICU Level of Service B    |
| Analysis Period (min)             | 15    |                           |
| c Critical Lane Group             |       |                           |

HCM Signalized Intersection Capacity Analysis  
10: Old Schulte Road & Hansen Road

2035 Plus Phase I  
AM Peak Hour



| Movement                          | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|------|------|-------|------|------|-------|------|------|------|------|
| Lane Configurations               |      |      |      |      |       |      |      |       |      |      |      |      |
| Volume (vph)                      | 180  | 140  | 30   | 100  | 560   | 180  | 70   | 200   | 50   | 60   | 120  | 60   |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)               | 4.0  | 4.0  |      | 4.0  | 4.0   |      | 4.0  | 4.0   |      | 4.0  | 4.0  |      |
| Lane Util. Factor                 | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 0.95  |      | 1.00 | 0.95 |      |
| Frpb, ped/bikes                   | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 0.99  |      | 1.00 | 0.99 |      |
| Flpb, ped/bikes                   | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      |
| Fr <sub>t</sub>                   | 1.00 | 0.97 |      | 1.00 | 0.96  |      | 1.00 | 0.97  |      | 1.00 | 0.95 |      |
| Fl <sub>t</sub> Protected         | 0.95 | 1.00 |      | 0.95 | 1.00  |      | 0.95 | 1.00  |      | 0.95 | 1.00 |      |
| Satd. Flow (prot)                 | 1570 | 1604 |      | 1570 | 1586  |      | 1570 | 3029  |      | 1570 | 2956 |      |
| Fl <sub>t</sub> Permitted         | 0.26 | 1.00 |      | 0.64 | 1.00  |      | 0.63 | 1.00  |      | 0.59 | 1.00 |      |
| Satd. Flow (perm)                 | 425  | 1604 |      | 1065 | 1586  |      | 1045 | 3029  |      | 973  | 2956 |      |
| Peak-hour factor, PHF             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)                   | 189  | 147  | 32   | 105  | 589   | 189  | 74   | 211   | 53   | 63   | 126  | 63   |
| RTOR Reduction (vph)              | 0    | 10   | 0    | 0    | 14    | 0    | 0    | 32    | 0    | 0    | 50   | 0    |
| Lane Group Flow (vph)             | 189  | 169  | 0    | 105  | 764   | 0    | 74   | 232   | 0    | 63   | 139  | 0    |
| Confl. Peds. (#/hr)               |      |      | 5    |      |       | 5    |      |       | 5    |      |      | 5    |
| Heavy Vehicles (%)                | 15%  | 15%  | 15%  | 15%  | 15%   | 15%  | 15%  | 15%   | 15%  | 15%  | 15%  | 15%  |
| Turn Type                         | Perm |      |      | Perm |       |      | Perm |       |      | Perm |      |      |
| Protected Phases                  |      | 4    |      |      | 8     |      |      | 2     |      |      | 6    |      |
| Permitted Phases                  | 4    |      |      | 8    |       |      | 2    |       |      | 6    |      |      |
| Actuated Green, G (s)             | 34.6 | 34.6 |      | 34.6 | 34.6  |      | 11.2 | 11.2  |      | 11.2 | 11.2 |      |
| Effective Green, g (s)            | 34.6 | 34.6 |      | 34.6 | 34.6  |      | 11.2 | 11.2  |      | 11.2 | 11.2 |      |
| Actuated g/C Ratio                | 0.64 | 0.64 |      | 0.64 | 0.64  |      | 0.21 | 0.21  |      | 0.21 | 0.21 |      |
| Clearance Time (s)                | 4.0  | 4.0  |      | 4.0  | 4.0   |      | 4.0  | 4.0   |      | 4.0  | 4.0  |      |
| Vehicle Extension (s)             | 3.0  | 3.0  |      | 3.0  | 3.0   |      | 3.0  | 3.0   |      | 3.0  | 3.0  |      |
| Lane Grp Cap (vph)                | 273  | 1032 |      | 685  | 1020  |      | 218  | 631   |      | 203  | 615  |      |
| v/s Ratio Prot                    |      | 0.11 |      |      | c0.48 |      |      | c0.08 |      |      | 0.05 |      |
| v/s Ratio Perm                    | 0.44 |      |      | 0.10 |       |      | 0.07 |       |      | 0.06 |      |      |
| v/c Ratio                         | 0.69 | 0.16 |      | 0.15 | 0.75  |      | 0.34 | 0.37  |      | 0.31 | 0.23 |      |
| Uniform Delay, d <sub>1</sub>     | 6.2  | 3.8  |      | 3.8  | 6.6   |      | 18.1 | 18.3  |      | 18.0 | 17.7 |      |
| Progression Factor                | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 | 1.00  |      | 1.00 | 1.00 |      |
| Incremental Delay, d <sub>2</sub> | 7.4  | 0.1  |      | 0.1  | 3.1   |      | 0.9  | 0.4   |      | 0.9  | 0.2  |      |
| Delay (s)                         | 13.6 | 3.9  |      | 3.9  | 9.7   |      | 19.1 | 18.6  |      | 18.9 | 17.9 |      |
| Level of Service                  | B    | A    |      | A    | A     |      | B    | B     |      | B    | B    |      |
| Approach Delay (s)                |      | 8.9  |      |      | 9.0   |      |      | 18.7  |      |      | 18.1 |      |
| Approach LOS                      |      | A    |      |      | A     |      |      | B     |      |      | B    |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 12.0  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.66  |                      |     |
| Actuated Cycle Length (s)         | 53.8  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 76.0% | ICU Level of Service | D   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |



HCM Signalized Intersection Capacity Analysis  
 11: Capital Parks Drive & Pavillion Parkway























2035 Plus Phase I  
 AM Peak Hour

| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
|------------------------|------|------|------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations    |      |      |      |      |      |      |      |      |      |      |      |       |
| Volume (vph)           | 270  | 50   | 80   | 10   | 170  | 60   | 130  | 110  | 30   | 30   | 330  | 590   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0   |
| Lane Util. Factor      | 0.94 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  |
| Frbp, ped/bikes        | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 |      | 1.00 | 1.00 | 0.99  |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.97 |      | 1.00 | 1.00 | 0.85  |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |      | 0.95 | 1.00 | 1.00  |
| Satd. Flow (prot)      | 4627 | 3282 | 1430 | 1641 | 3282 | 1445 | 1641 | 1666 |      | 1641 | 1727 | 1446  |
| Flt Permitted          | 0.64 | 1.00 | 1.00 | 0.72 | 1.00 | 1.00 | 0.55 | 1.00 |      | 0.66 | 1.00 | 1.00  |
| Satd. Flow (perm)      | 3112 | 3282 | 1430 | 1245 | 3282 | 1445 | 955  | 1666 |      | 1145 | 1727 | 1446  |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  |
| Adj. Flow (vph)        | 284  | 53   | 84   | 11   | 179  | 63   | 137  | 116  | 32   | 32   | 347  | 621   |
| RTOR Reduction (vph)   | 0    | 0    | 62   | 0    | 0    | 46   | 0    | 17   | 0    | 0    | 0    | 0     |
| Lane Group Flow (vph)  | 284  | 53   | 22   | 11   | 179  | 17   | 137  | 131  | 0    | 32   | 347  | 621   |
| Confl. Peds. (#/hr)    |      |      | 10   |      |      | 10   |      |      | 10   |      |      | 10    |
| Heavy Vehicles (%)     | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%  | 10%   |
| Turn Type              | Perm |      | Perm | Perm |      | Perm | Perm |      |      | Perm |      | Free  |
| Protected Phases       |      | 4    |      |      | 8    |      |      | 2    |      |      | 6    |       |
| Permitted Phases       | 4    |      | 4    | 8    |      | 8    | 2    |      |      | 6    |      | Free  |
| Actuated Green, G (s)  | 8.0  | 8.0  | 8.0  | 8.0  | 8.0  | 8.0  | 13.9 | 13.9 |      | 13.9 | 13.9 | 29.9  |
| Effective Green, g (s) | 8.0  | 8.0  | 8.0  | 8.0  | 8.0  | 8.0  | 13.9 | 13.9 |      | 13.9 | 13.9 | 29.9  |
| Actuated g/C Ratio     | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.27 | 0.46 | 0.46 |      | 0.46 | 0.46 | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0  |       |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |      | 3.0  | 3.0  |       |
| Lane Grp Cap (vph)     | 833  | 878  | 383  | 333  | 878  | 387  | 444  | 774  |      | 532  | 803  | 1446  |
| v/s Ratio Prot         |      | 0.02 |      |      | 0.05 |      |      | 0.08 |      |      |      | 0.20  |
| v/s Ratio Perm         | 0.09 |      | 0.02 | 0.01 |      | 0.01 | 0.14 |      |      | 0.03 |      | c0.43 |
| v/c Ratio              | 0.34 | 0.06 | 0.06 | 0.03 | 0.20 | 0.04 | 0.31 | 0.17 |      | 0.06 | 0.43 | 0.43  |
| Uniform Delay, d1      | 8.8  | 8.2  | 8.1  | 8.1  | 8.5  | 8.1  | 5.0  | 4.6  |      | 4.4  | 5.4  | 0.0   |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  |
| Incremental Delay, d2  | 0.2  | 0.0  | 0.1  | 0.0  | 0.1  | 0.0  | 0.4  | 0.1  |      | 0.0  | 0.4  | 0.9   |
| Delay (s)              | 9.1  | 8.2  | 8.2  | 8.1  | 8.6  | 8.2  | 5.4  | 4.8  |      | 4.5  | 5.7  | 0.9   |
| Level of Service       | A    | A    | A    | A    | A    | A    | A    | A    |      | A    | A    | A     |
| Approach Delay (s)     |      | 8.8  |      |      | 8.5  |      |      | 5.1  |      |      | 2.7  |       |
| Approach LOS           |      | A    |      |      | A    |      |      | A    |      |      | A    |       |

| Intersection Summary              |       |                          |
|-----------------------------------|-------|--------------------------|
| HCM Average Control Delay         | 5.1   | HCM Level of Service A   |
| HCM Volume to Capacity ratio      | 0.43  |                          |
| Actuated Cycle Length (s)         | 29.9  | Sum of lost time (s) 0.0 |
| Intersection Capacity Utilization | 54.5% | ICU Level of Service A   |
| Analysis Period (min)             | 15    |                          |
| c Critical Lane Group             |       |                          |

HCM Signalized Intersection Capacity Analysis  
12: New Schulte Road & Pavillion Parkway

2035 Plus Phase I  
AM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |     |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|-----|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |     |
| Lane Configurations               |  |  |   |  |  |  |  |  |   |  |  |  |     |
| Volume (vph)                      | 90  | 200   | 10  | 30  | 570   | 160   | 40  | 360   | 20  | 100   | 360   | 240   |     |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |     |
| Total Lost time (s)               | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   |     |
| Lane Util. Factor                 | 1.00  | 0.95  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |     |
| Frbp, ped/bikes                   | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.97  | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.97  |     |
| Flpb, ped/bikes                   | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |     |
| Frt                               | 1.00  | 0.99  |   | 1.00  | 1.00  | 0.85  | 1.00  | 0.99  |   | 1.00  | 1.00  | 0.85  |     |
| Flt Protected                     | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |     |
| Satd. Flow (prot)                 | 1641  | 3252  |   | 1641  | 1727  | 1423  | 1641  | 1712  |   | 1641  | 1727  | 1425  |     |
| Flt Permitted                     | 0.27  | 1.00  |   | 0.61  | 1.00  | 1.00  | 0.41  | 1.00  |   | 0.39  | 1.00  | 1.00  |     |
| Satd. Flow (perm)                 | 463   | 3252  |   | 1059  | 1727  | 1423  | 715   | 1712  |   | 670   | 1727  | 1425  |     |
| Peak-hour factor, PHF             | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |     |
| Adj. Flow (vph)                   | 95  | 211   | 11  | 32  | 600   | 168   | 42  | 379   | 21  | 105   | 379   | 253   |     |
| RTOR Reduction (vph)              | 0   | 6   | 0   | 0   | 0   | 90  | 0   | 4   | 0   | 0   | 0   | 123   |     |
| Lane Group Flow (vph)             | 95  | 216   | 0   | 32  | 600   | 78  | 42  | 396   | 0   | 105   | 379   | 130   |     |
| Confl. Peds. (#/hr)               |   |   | 10  |   |   | 10  |   |   | 10  |   |   | 10  |     |
| Heavy Vehicles (%)                | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   |     |
| Turn Type                         | Perm  |   |   | Perm  |   | Perm  | Perm  |   |   | Perm  |   | Perm  |     |
| Protected Phases                  |   | 4   |   |   | 8   |   |   | 2   |   |   | 6   |   |     |
| Permitted Phases                  | 4   |   |   | 8   |   | 8   | 2   |   |   | 6   |   | 6   |     |
| Actuated Green, G (s)             | 20.9  | 20.9  |   | 20.9  | 20.9  | 20.9  | 16.2  | 16.2  |   | 16.2  | 16.2  | 16.2  |     |
| Effective Green, g (s)            | 20.9  | 20.9  |   | 20.9  | 20.9  | 20.9  | 16.2  | 16.2  |   | 16.2  | 16.2  | 16.2  |     |
| Actuated g/C Ratio                | 0.46  | 0.46  |   | 0.46  | 0.46  | 0.46  | 0.36  | 0.36  |   | 0.36  | 0.36  | 0.36  |     |
| Clearance Time (s)                | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   |     |
| Vehicle Extension (s)             | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   |     |
| Lane Grp Cap (vph)                | 215   | 1507  |   | 491   | 800   | 659   | 257   | 615   |   | 241   | 620   | 512   |     |
| v/s Ratio Prot                    |   | 0.07  |   |   | c0.35   |   |   | c0.23   |   |   | 0.22  |   |     |
| v/s Ratio Perm                    | 0.21  |   |   | 0.03  |   | 0.05  | 0.06  |   |   | 0.16  |   | 0.09  |     |
| v/c Ratio                         | 0.44  | 0.14  |   | 0.07  | 0.75  | 0.12  | 0.16  | 0.64  |   | 0.44  | 0.61  | 0.25  |     |
| Uniform Delay, d1                 | 8.2   | 7.0   |   | 6.7   | 10.0  | 6.9   | 9.8   | 12.0  |   | 11.0  | 11.9  | 10.2  |     |
| Progression Factor                | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |     |
| Incremental Delay, d2             | 1.4   | 0.0   |   | 0.1   | 4.0   | 0.1   | 0.3   | 2.3   |   | 1.3   | 1.8   | 0.3   |     |
| Delay (s)                         | 9.6   | 7.0   |   | 6.8   | 13.9  | 6.9   | 10.1  | 14.4  |   | 12.2  | 13.7  | 10.5  |     |
| Level of Service                  | A   | A   |   | A   | B   | A   | B   | B   |   | B   | B   | B   |     |
| Approach Delay (s)                |   | 7.8   |   |   | 12.2  |   |   | 14.0  |   |   | 12.4  |   |     |
| Approach LOS                      |   | A   |   |   | B   |   |   | B   |   |   | B   |   |     |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |     |
| HCM Average Control Delay         |   |   | 12.0  |   |   |   |   |   |   |   |   | HCM Level of Service  | B   |
| HCM Volume to Capacity ratio      |   |   | 0.70  |   |   |   |   |   |   |   |   |   |     |
| Actuated Cycle Length (s)         |   |   | 45.1  |   |   |   |   |   |   |   |   | Sum of lost time (s)  | 8.0 |
| Intersection Capacity Utilization |   |   | 74.1%   |   |   |   |   |   |   |   |   | ICU Level of Service  | D   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |     |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |     |

HCM Signalized Intersection Capacity Analysis  
13: Old Schulte Road & Pavillion Parkway

2035 Plus Phase I  
AM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT   | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR  |
|------------------------|-------|------|------|------|-------|------|-------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |       |      |       |      |      |      |       |      |
| Volume (vph)           | 40    | 180  | 10   | 10   | 600   | 60   | 20    | 140  | 10   | 0    | 110   | 90   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |      |      | 4.0   |      |
| Lane Util. Factor      | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |      |      | 1.00  |      |
| Frbp, ped/bikes        | 1.00  | 1.00 | 0.97 | 1.00 | 1.00  | 0.97 | 1.00  | 1.00 |      |      | 0.99  |      |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |      |      | 1.00  |      |
| Frt                    | 1.00  | 1.00 | 0.85 | 1.00 | 1.00  | 0.85 | 1.00  | 0.99 |      |      | 0.93  |      |
| Flt Protected          | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 |      |      | 1.00  |      |
| Satd. Flow (prot)      | 1570  | 1652 | 1363 | 1570 | 1652  | 1363 | 1570  | 1632 |      |      | 1521  |      |
| Flt Permitted          | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 |      |      | 1.00  |      |
| Satd. Flow (perm)      | 1570  | 1652 | 1363 | 1570 | 1652  | 1363 | 1570  | 1632 |      |      | 1521  |      |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |
| Adj. Flow (vph)        | 42    | 189  | 11   | 11   | 632   | 63   | 21    | 147  | 11   | 0    | 116   | 95   |
| RTOR Reduction (vph)   | 0     | 0    | 5    | 0    | 0     | 33   | 0     | 2    | 0    | 0    | 30    | 0    |
| Lane Group Flow (vph)  | 42    | 189  | 6    | 11   | 632   | 30   | 21    | 156  | 0    | 0    | 181   | 0    |
| Confl. Peds. (#/hr)    |       |      | 5    |      |       | 5    |       |      | 5    |      |       | 5    |
| Heavy Vehicles (%)     | 15%   | 15%  | 15%  | 15%  | 15%   | 15%  | 15%   | 15%  | 15%  | 15%  | 15%   | 15%  |
| Turn Type              | Prot  |      | Perm | Prot |       | Perm | Prot  |      |      |      | Prot  |      |
| Protected Phases       | 7     | 4    |      | 3    | 8     |      | 5     | 2    |      |      | 1     | 6    |
| Permitted Phases       |       |      | 4    |      |       | 8    |       |      |      |      |       |      |
| Actuated Green, G (s)  | 2.8   | 33.6 | 33.6 | 0.7  | 31.5  | 31.5 | 1.1   | 19.7 |      |      | 14.6  |      |
| Effective Green, g (s) | 2.8   | 33.6 | 33.6 | 0.7  | 31.5  | 31.5 | 1.1   | 19.7 |      |      | 14.6  |      |
| Actuated g/C Ratio     | 0.04  | 0.51 | 0.51 | 0.01 | 0.48  | 0.48 | 0.02  | 0.30 |      |      | 0.22  |      |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |      |      | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |      |      | 3.0   |      |
| Lane Grp Cap (vph)     | 67    | 841  | 694  | 17   | 788   | 651  | 26    | 487  |      |      | 336   |      |
| v/s Ratio Prot         | c0.03 | 0.11 |      | 0.01 | c0.38 |      | c0.01 | 0.10 |      |      | c0.12 |      |
| v/s Ratio Perm         |       |      | 0.00 |      |       | 0.02 |       |      |      |      |       |      |
| v/c Ratio              | 0.63  | 0.22 | 0.01 | 0.65 | 0.80  | 0.05 | 0.81  | 0.32 |      |      | 0.54  |      |
| Uniform Delay, d1      | 31.1  | 9.0  | 8.0  | 32.5 | 14.6  | 9.2  | 32.3  | 18.0 |      |      | 22.7  |      |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |      |      | 1.00  |      |
| Incremental Delay, d2  | 16.9  | 0.1  | 0.0  | 62.0 | 5.9   | 0.0  | 94.5  | 0.4  |      |      | 1.7   |      |
| Delay (s)              | 48.0  | 9.1  | 8.0  | 94.5 | 20.5  | 9.2  | 126.9 | 18.3 |      |      | 24.4  |      |
| Level of Service       | D     | A    | A    | F    | C     | A    | F     | B    |      |      | C     |      |
| Approach Delay (s)     |       | 15.8 |      |      | 20.7  |      |       | 31.1 |      |      | 24.4  |      |
| Approach LOS           |       | B    |      |      | C     |      |       | C    |      |      | C     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 21.8  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.71  |                      |      |
| Actuated Cycle Length (s)         | 66.0  | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 56.7% | ICU Level of Service | B    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 14: I-205 WB Ramps & Lammers Extension

2035 Plus Phase I  
 AM Peak Hour

| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT  | WBR   | NBL                  | NBT   | NBR   | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|-------|------|-------|----------------------|-------|-------|------|------|------|
| Lane Configurations               |      |      |       |       |      |       |                      |       |       |      |      |      |
| Volume (vph)                      | 0    | 0    | 0     | 1250  | 0    | 840   | 0                    | 1340  | 380   | 0    | 810  | 40   |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900                 | 1900  | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)               |      |      |       | 4.0   | 4.0  | 4.0   |                      | 4.0   | 4.0   |      | 4.0  | 4.0  |
| Lane Util. Factor                 |      |      |       | 0.91  | 0.91 | 1.00  |                      | 0.95  | 0.88  |      | 0.91 | 1.00 |
| Frbp, ped/bikes                   |      |      |       | 1.00  | 1.00 | 0.99  |                      | 1.00  | 0.97  |      | 1.00 | 0.93 |
| Flpb, ped/bikes                   |      |      |       | 1.00  | 1.00 | 1.00  |                      | 1.00  | 1.00  |      | 1.00 | 1.00 |
| Fr <sub>t</sub>                   |      |      |       | 1.00  | 1.00 | 0.85  |                      | 1.00  | 0.85  |      | 1.00 | 0.85 |
| Fl <sub>t</sub> Protected         |      |      |       | 0.95  | 0.95 | 1.00  |                      | 1.00  | 1.00  |      | 1.00 | 1.00 |
| Satd. Flow (prot)                 |      |      |       | 2986  | 1493 | 1446  |                      | 3282  | 2507  |      | 4715 | 1362 |
| Fl <sub>t</sub> Permitted         |      |      |       | 0.95  | 0.95 | 1.00  |                      | 1.00  | 1.00  |      | 1.00 | 1.00 |
| Satd. Flow (perm)                 |      |      |       | 2986  | 1493 | 1446  |                      | 3282  | 2507  |      | 4715 | 1362 |
| Peak-hour factor, PHF             | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00                 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph)                   | 0    | 0    | 0     | 1250  | 0    | 840   | 0                    | 1340  | 380   | 0    | 810  | 40   |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0     | 0    | 0     | 0                    | 0     | 0     | 0    | 0    | 16   |
| Lane Group Flow (vph)             | 0    | 0    | 0     | 837   | 413  | 840   | 0                    | 1340  | 380   | 0    | 810  | 24   |
| Confl. Peds. (#/hr)               |      |      | 10    |       |      | 10    |                      |       | 10    |      |      | 10   |
| Heavy Vehicles (%)                | 10%  | 10%  | 10%   | 10%   | 10%  | 10%   | 10%                  | 10%   | 10%   | 10%  | 10%  | 10%  |
| Turn Type                         |      |      |       | Split |      | Free  |                      |       | pm+ov |      |      | Perm |
| Protected Phases                  |      |      |       | 8     | 8    |       |                      | 2     | 8     |      | 6    |      |
| Permitted Phases                  |      |      |       |       |      | Free  |                      |       | 2     |      |      | 6    |
| Actuated Green, G (s)             |      |      |       | 50.6  | 50.6 | 150.0 |                      | 91.4  | 142.0 |      | 91.4 | 91.4 |
| Effective Green, g (s)            |      |      |       | 50.6  | 50.6 | 150.0 |                      | 91.4  | 142.0 |      | 91.4 | 91.4 |
| Actuated g/C Ratio                |      |      |       | 0.34  | 0.34 | 1.00  |                      | 0.61  | 0.95  |      | 0.61 | 0.61 |
| Clearance Time (s)                |      |      |       | 4.0   | 4.0  |       |                      | 4.0   | 4.0   |      | 4.0  | 4.0  |
| Vehicle Extension (s)             |      |      |       | 3.0   | 3.0  |       |                      | 3.0   | 3.0   |      | 3.0  | 3.0  |
| Lane Grp Cap (vph)                |      |      |       | 1007  | 504  | 1446  |                      | 2000  | 2507  |      | 2873 | 830  |
| v/s Ratio Prot                    |      |      |       | c0.28 | 0.28 |       |                      | c0.41 | 0.05  |      | 0.17 |      |
| v/s Ratio Perm                    |      |      |       |       |      | 0.58  |                      |       | 0.10  |      |      | 0.02 |
| v/c Ratio                         |      |      |       | 0.83  | 0.82 | 0.58  |                      | 0.67  | 0.15  |      | 0.28 | 0.03 |
| Uniform Delay, d <sub>1</sub>     |      |      |       | 45.8  | 45.5 | 0.0   |                      | 19.3  | 0.2   |      | 13.8 | 11.7 |
| Progression Factor                |      |      |       | 1.00  | 1.00 | 1.00  |                      | 0.48  | 1.46  |      | 1.00 | 1.00 |
| Incremental Delay, d <sub>2</sub> |      |      |       | 5.9   | 10.0 | 1.7   |                      | 1.7   | 0.0   |      | 0.2  | 0.1  |
| Delay (s)                         |      |      |       | 51.7  | 55.6 | 1.7   |                      | 11.0  | 0.4   |      | 14.1 | 11.7 |
| Level of Service                  |      |      |       | D     | E    | A     |                      | B     | A     |      | B    | B    |
| Approach Delay (s)                |      | 0.0  |       |       | 32.4 |       |                      | 8.7   |       |      | 14.0 |      |
| Approach LOS                      |      | A    |       |       | C    |       |                      | A     |       |      | B    |      |
| <b>Intersection Summary</b>       |      |      |       |       |      |       |                      |       |       |      |      |      |
| HCM Average Control Delay         |      |      | 20.3  |       |      |       | HCM Level of Service |       | C     |      |      |      |
| HCM Volume to Capacity ratio      |      |      | 0.73  |       |      |       |                      |       |       |      |      |      |
| Actuated Cycle Length (s)         |      |      | 150.0 |       |      |       | Sum of lost time (s) |       | 8.0   |      |      |      |
| Intersection Capacity Utilization |      |      | 74.1% |       |      |       | ICU Level of Service |       | D     |      |      |      |
| Analysis Period (min)             |      |      | 15    |       |      |       |                      |       |       |      |      |      |
| c Critical Lane Group             |      |      |       |       |      |       |                      |       |       |      |      |      |

HCM Signalized Intersection Capacity Analysis  
 15: I-205 EB Ramps & Lammers Extension

2035 Plus Phase I  
 AM Peak Hour



























| Movement               | EBL   | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT   | NBR   | SBL  | SBT   | SBR   |
|------------------------|-------|------|-------|------|------|------|------|-------|-------|------|-------|-------|
| Lane Configurations    |       | ↕    | ↗     |      |      |      |      | ↑↑↑   | ↗↗    |      | ↑↑↑   | ↗     |
| Volume (vph)           | 60    | 0    | 680   | 0    | 0    | 0    | 0    | 1660  | 870   | 0    | 1690  | 370   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  |
| Total Lost time (s)    |       | 4.0  | 4.0   |      |      |      |      | 4.0   | 4.0   |      | 4.0   | 4.0   |
| Lane Util. Factor      |       | 1.00 | 1.00  |      |      |      |      | 0.91  | 0.88  |      | 0.91  | 1.00  |
| Frbp, ped/bikes        |       | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.93  |      | 1.00  | 0.95  |
| Flpb, ped/bikes        |       | 1.00 | 1.00  |      |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00  |
| Frt                    |       | 1.00 | 0.85  |      |      |      |      | 1.00  | 0.85  |      | 1.00  | 0.85  |
| Flt Protected          |       | 0.95 | 1.00  |      |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00  |
| Satd. Flow (prot)      |       | 1641 | 1468  |      |      |      |      | 4715  | 2397  |      | 4715  | 1394  |
| Flt Permitted          |       | 0.95 | 1.00  |      |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00  |
| Satd. Flow (perm)      |       | 1641 | 1468  |      |      |      |      | 4715  | 2397  |      | 4715  | 1394  |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Adj. Flow (vph)        | 60    | 0    | 680   | 0    | 0    | 0    | 0    | 1660  | 870   | 0    | 1690  | 370   |
| RTOR Reduction (vph)   | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 102   | 0    | 0     | 43    |
| Lane Group Flow (vph)  | 0     | 60   | 680   | 0    | 0    | 0    | 0    | 1660  | 769   | 0    | 1690  | 327   |
| Confl. Peds. (#/hr)    |       |      |       |      |      |      |      |       | 10    |      |       | 10    |
| Heavy Vehicles (%)     | 10%   | 10%  | 10%   | 10%  | 10%  | 10%  | 10%  | 10%   | 10%   | 10%  | 10%   | 10%   |
| Turn Type              | Split |      | Free  |      |      |      |      |       | Perm  |      |       | Perm  |
| Protected Phases       | 4     | 4    |       |      |      |      |      | 2     |       |      | 6     |       |
| Permitted Phases       |       |      | Free  |      |      |      |      |       | 2     |      |       | 6     |
| Actuated Green, G (s)  |       | 9.5  | 150.0 |      |      |      |      | 132.5 | 132.5 |      | 132.5 | 132.5 |
| Effective Green, g (s) |       | 9.5  | 150.0 |      |      |      |      | 132.5 | 132.5 |      | 132.5 | 132.5 |
| Actuated g/C Ratio     |       | 0.06 | 1.00  |      |      |      |      | 0.88  | 0.88  |      | 0.88  | 0.88  |
| Clearance Time (s)     |       | 4.0  |       |      |      |      |      | 4.0   | 4.0   |      | 4.0   | 4.0   |
| Vehicle Extension (s)  |       | 3.0  |       |      |      |      |      | 3.0   | 3.0   |      | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |       | 104  | 1468  |      |      |      |      | 4165  | 2117  |      | 4165  | 1231  |
| v/s Ratio Prot         |       | 0.04 |       |      |      |      |      | 0.35  |       |      | 0.36  |       |
| v/s Ratio Perm         |       |      | c0.46 |      |      |      |      |       | 0.32  |      |       | 0.23  |
| v/c Ratio              |       | 0.58 | 0.46  |      |      |      |      | 0.40  | 0.36  |      | 0.41  | 0.27  |
| Uniform Delay, d1      |       | 68.3 | 0.0   |      |      |      |      | 1.6   | 1.5   |      | 1.6   | 1.3   |
| Progression Factor     |       | 1.00 | 1.00  |      |      |      |      | 0.32  | 6.96  |      | 0.44  | 0.23  |
| Incremental Delay, d2  |       | 7.5  | 1.1   |      |      |      |      | 0.3   | 0.4   |      | 0.2   | 0.4   |
| Delay (s)              |       | 75.8 | 1.1   |      |      |      |      | 0.8   | 10.9  |      | 0.9   | 0.7   |
| Level of Service       |       | E    | A     |      |      |      |      | A     | B     |      | A     | A     |
| Approach Delay (s)     |       | 7.1  |       |      | 0.0  |      |      | 4.2   |       |      | 0.9   |       |
| Approach LOS           |       | A    |       |      | A    |      |      | A     |       |      | A     |       |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 3.4   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.46  |                      |     |
| Actuated Cycle Length (s)         | 150.0 | Sum of lost time (s) | 0.0 |
| Intersection Capacity Utilization | 42.7% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
16: Commerce Way & Lammers Extension



































2035 Plus Phase I  
AM Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)           | 440   | 40  | 60  | 30  | 60  | 430   | 90  | 1660  | 30  | 550   | 1250  | 620   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.94  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.97  | 0.86  | 1.00  | 0.97  | 0.91  | 0.88  |
| Frbp, ped/bikes        | 1.00  | 1.00  | 0.99  | 1.00  | 1.00  | 0.99  | 1.00  | 1.00  | 0.98  | 1.00  | 1.00  | 0.99  |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 4627  | 1727  | 1446  | 1641  | 1727  | 1446  | 3183  | 5942  | 1438  | 3183  | 4715  | 2545  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 4627  | 1727  | 1446  | 1641  | 1727  | 1446  | 3183  | 5942  | 1438  | 3183  | 4715  | 2545  |
| Peak-hour factor, PHF  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)        | 440   | 40  | 60  | 30  | 60  | 430   | 90  | 1660  | 30  | 550   | 1250  | 620   |
| RTOR Reduction (vph)   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 11  | 0   | 0   | 0   |
| Lane Group Flow (vph)  | 440   | 40  | 60  | 30  | 60  | 430   | 90  | 1660  | 19  | 550   | 1250  | 620   |
| Confl. Peds. (#/hr)    |   |   | 10  |   |   | 10  |   |   | 10  |   |   | 10  |
| Heavy Vehicles (%)     | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   |
| Turn Type              | Split   |   | Free  | Split   |   | Free  | Prot  |   | pm+ov   | Prot  |   | Free  |
| Protected Phases       | 4   | 4   |   | 8   | 8   |   | 5   | 2   | 8   | 1   | 6   |   |
| Permitted Phases       |   |   | Free  |   |   | Free  |   |   | 2   |   |   | Free  |
| Actuated Green, G (s)  | 22.4  | 22.4  | 150.0   | 13.8  | 13.8  | 150.0   | 6.0   | 75.8  | 89.6  | 22.0  | 91.8  | 150.0   |
| Effective Green, g (s) | 22.4  | 22.4  | 150.0   | 13.8  | 13.8  | 150.0   | 6.0   | 75.8  | 89.6  | 22.0  | 91.8  | 150.0   |
| Actuated g/C Ratio     | 0.15  | 0.15  | 1.00  | 0.09  | 0.09  | 1.00  | 0.04  | 0.51  | 0.60  | 0.15  | 0.61  | 1.00  |
| Clearance Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 691   | 258   | 1446  | 151   | 159   | 1446  | 127   | 3003  | 859   | 467   | 2886  | 2545  |
| v/s Ratio Prot         | c0.10   | 0.02  |   | 0.02  | 0.03  |   | 0.03  | c0.28   | 0.00  | c0.17   | 0.27  |   |
| v/s Ratio Perm         |   |   | 0.04  |   |   | c0.30   |   |   | 0.01  |   |   | 0.24  |
| v/c Ratio              | 0.64  | 0.16  | 0.04  | 0.20  | 0.38  | 0.30  | 0.71  | 0.55  | 0.02  | 1.18  | 0.43  | 0.24  |
| Uniform Delay, d1      | 60.0  | 55.6  | 0.0   | 63.0  | 64.1  | 0.0   | 71.1  | 25.5  | 12.3  | 64.0  | 15.4  | 0.0   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.81  | 1.08  | 1.26  | 1.13  | 0.70  | 1.00  |
| Incremental Delay, d2  | 1.9   | 0.3   | 0.1   | 0.6   | 1.5   | 0.5   | 12.4  | 0.5   | 0.0   | 99.1  | 0.4   | 0.2   |
| Delay (s)              | 61.9  | 55.8  | 0.1   | 63.6  | 65.6  | 0.5   | 69.8  | 27.9  | 15.5  | 171.7   | 11.1  | 0.2   |
| Level of Service       | E   | E   | A   | E   | E   | A   | E   | C   | B   | F   | B   | A   |
| Approach Delay (s)     |   | 54.6  |   |   | 11.7  |   |   | 29.9  |   |   | 44.8  |   |
| Approach LOS           |   | D   |   |   | B   |   |   | C   |   |   | D   |   |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 37.5  | HCM Level of Service D    |
| HCM Volume to Capacity ratio      | 0.63  |                           |
| Actuated Cycle Length (s)         | 150.0 | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 69.3% | ICU Level of Service C    |
| Analysis Period (min)             | 15    |                           |
| c Critical Lane Group             |       |                           |

HCM Signalized Intersection Capacity Analysis  
17: 11th Street & Lammers Road

2035 Plus Phase I  
AM Peak Hour

|                                   |  |    |  |   |    |  |   |   |  |   |   |   |      |
|-----------------------------------|---|---|---|--|---|---|---|--|---|--|--|--|------|
| Movement                          | EBL   | EBT   | EBR   | WBL  | WBT   | WBR   | NBL   | NBT  | NBR   | SBL  | SBT  | SBR  |      |
| Lane Configurations               |  | <br><br> |  | <br> | <br><br> |  | <br> | <br> |  | <br> | <br> | <br> |      |
| Volume (vph)                      | 70  | 660   | 610   | 850  | 830   | 50  | 790   | 230  | 610   | 120  | 120  | 160  |      |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900   | 1900  | 1900   | 1900   | 1900   |      |
| Total Lost time (s)               | 5.0   | 5.0   | 4.0   | 5.0  | 5.0   | 5.0   | 5.0   | 5.0  | 4.0   | 5.0  | 5.0  | 5.0  |      |
| Lane Util. Factor                 | 1.00  | 0.91  | 1.00  | 0.97   | 0.91  | 1.00  | 0.97  | 0.95   | 1.00  | 0.97   | 0.95   | 1.00   |      |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 0.99  | 1.00   | 1.00  | 0.98  | 1.00  | 1.00   | 0.99  | 1.00   | 1.00   | 0.98   |      |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00   | 1.00   | 1.00   |      |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00   | 1.00  | 0.85  | 1.00  | 1.00   | 0.85  | 1.00   | 1.00   | 0.85   |      |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00   | 1.00  | 0.95   | 1.00   | 1.00   |      |
| Satd. Flow (prot)                 | 1770  | 5085  | 1560  | 3433   | 5085  | 1544  | 3433  | 3539   | 1560  | 3433   | 3539   | 1544   |      |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00   | 1.00  | 0.95   | 1.00   | 1.00   |      |
| Satd. Flow (perm)                 | 1770  | 5085  | 1560  | 3433   | 5085  | 1544  | 3433  | 3539   | 1560  | 3433   | 3539   | 1544   |      |
| Peak-hour factor, PHF             | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00   | 1.00   | 1.00   |      |
| Adj. Flow (vph)                   | 70  | 660   | 610   | 850  | 830   | 50  | 790   | 230  | 610   | 120  | 120  | 160  |      |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0  | 0   | 25  | 0   | 0  | 0   | 0  | 0  | 144  |      |
| Lane Group Flow (vph)             | 70  | 660   | 610   | 850  | 830   | 25  | 790   | 230  | 610   | 120  | 120  | 16   |      |
| Confl. Peds. (#/hr)               |   |   | 10  |  |   | 10  |   |  | 10  |  |  | 10   |      |
| Heavy Vehicles (%)                | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%   | 2%  | 2%   | 2%   | 2%   |      |
| Turn Type                         | Prot  |   | Free  | Prot   |   | Perm  | Prot  |  | Free  | Prot   |  | Perm   |      |
| Protected Phases                  | 5   | 2   |   | 1  | 6   |   | 7   | 4  |   | 3  | 8  |  |      |
| Permitted Phases                  |   |   | Free  |  |   | 6   |   |  | Free  |  |  | 8  |      |
| Actuated Green, G (s)             | 8.9   | 51.4  | 150.0   | 33.0   | 75.5  | 75.5  | 31.0  | 20.1   | 150.0   | 25.5   | 14.6   | 14.6   |      |
| Effective Green, g (s)            | 8.9   | 51.4  | 150.0   | 33.0   | 75.5  | 75.5  | 31.0  | 20.1   | 150.0   | 25.5   | 14.6   | 14.6   |      |
| Actuated g/C Ratio                | 0.06  | 0.34  | 1.00  | 0.22   | 0.50  | 0.50  | 0.21  | 0.13   | 1.00  | 0.17   | 0.10   | 0.10   |      |
| Clearance Time (s)                | 5.0   | 5.0   |   | 5.0  | 5.0   | 5.0   | 5.0   | 5.0  |   | 5.0  | 5.0  | 5.0  |      |
| Vehicle Extension (s)             | 3.0   | 3.0   |   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0  |   | 3.0  | 3.0  | 3.0  |      |
| Lane Grp Cap (vph)                | 105   | 1742  | 1560  | 755  | 2559  | 777   | 709   | 474  | 1560  | 584  | 344  | 150  |      |
| v/s Ratio Prot                    | 0.04  | 0.13  |   | c0.25  | 0.16  |   | c0.23   | c0.06  |   | 0.03   | 0.03   |  |      |
| v/s Ratio Perm                    |   |   | 0.39  |  |   | 0.02  |   |  | c0.39   |  |  | 0.01   |      |
| v/c Ratio                         | 0.67  | 0.38  | 0.39  | 1.13   | 0.32  | 0.03  | 1.11  | 0.49   | 0.39  | 0.21   | 0.35   | 0.10   |      |
| Uniform Delay, d1                 | 69.1  | 37.2  | 0.0   | 58.5   | 22.1  | 18.8  | 59.5  | 60.2   | 0.0   | 53.5   | 63.3   | 61.7   |      |
| Progression Factor                | 1.26  | 0.41  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00   | 1.00   | 1.00   |      |
| Incremental Delay, d2             | 13.9  | 0.6   | 0.7   | 73.1   | 0.3   | 0.1   | 69.7  | 0.8  | 0.7   | 0.2  | 0.6  | 0.3  |      |
| Delay (s)                         | 101.3   | 16.0  | 0.7   | 131.6  | 22.4  | 18.9  | 129.2   | 60.9   | 0.7   | 53.7   | 63.9   | 62.0   |      |
| Level of Service                  | F   | B   | A   | F  | C   | B   | F   | E  | A   | D  | E  | E  |      |
| Approach Delay (s)                |   | 13.5  |   |  | 76.0  |   |   | 71.5   |   |  | 60.1   |  |      |
| Approach LOS                      |   | B   |   |  | E   |   |   | E  |   |  | E  |  |      |
| <b>Intersection Summary</b>       |   |   |   |  |   |   |   |  |   |  |  |  |      |
| HCM Average Control Delay         |   |   | 56.9  |  |   |   |   |  |   |  |  | HCM Level of Service   | E    |
| HCM Volume to Capacity ratio      |   |   | 0.76  |  |   |   |   |  |   |  |  |  |      |
| Actuated Cycle Length (s)         |   |   | 150.0   |  |   |   |   |  |   |  |  | Sum of lost time (s)   | 15.0 |
| Intersection Capacity Utilization |   |   | 100.9%  |  |   |   |   |  |   |  |  | ICU Level of Service   | G    |
| Analysis Period (min)             |   |   | 15  |  |   |   |   |  |   |  |  |  |      |
| c Critical Lane Group             |   |   |   |  |   |   |   |  |   |  |  |  |      |

HCM Signalized Intersection Capacity Analysis  
18: Schulte Road & Lammers Road

2035 Plus Phase I  
AM Peak Hour


























| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR   | SBL  | SBT  | SBR   |
|------------------------|------|------|------|-------|-------|------|-------|-------|-------|------|------|-------|
| Lane Configurations    |      |      |      |       |       |      |       |       |       |      |      |       |
| Volume (vph)           | 30   | 120  | 40   | 200   | 480   | 250  | 80    | 1720  | 110   | 80   | 1220 | 110   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  |      | 4.0   | 4.0   |      | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   |
| Lane Util. Factor      | 1.00 | 0.95 |      | 1.00  | 0.95  |      | 1.00  | 0.91  | 1.00  | 1.00 | 0.91 | 1.00  |
| Frbp, ped/bikes        | 1.00 | 0.99 |      | 1.00  | 0.99  |      | 1.00  | 1.00  | 0.98  | 1.00 | 1.00 | 0.98  |
| Flpb, ped/bikes        | 1.00 | 1.00 |      | 1.00  | 1.00  |      | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.96 |      | 1.00  | 0.95  |      | 1.00  | 1.00  | 0.85  | 1.00 | 1.00 | 0.85  |
| Flt Protected          | 0.95 | 1.00 |      | 0.95  | 1.00  |      | 0.95  | 1.00  | 1.00  | 0.95 | 1.00 | 1.00  |
| Satd. Flow (prot)      | 1770 | 3389 |      | 1770  | 3333  |      | 1770  | 5085  | 1555  | 1770 | 5085 | 1549  |
| Flt Permitted          | 0.95 | 1.00 |      | 0.95  | 1.00  |      | 0.95  | 1.00  | 1.00  | 0.95 | 1.00 | 1.00  |
| Satd. Flow (perm)      | 1770 | 3389 |      | 1770  | 3333  |      | 1770  | 5085  | 1555  | 1770 | 5085 | 1549  |
| Peak-hour factor, PHF  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  |
| Adj. Flow (vph)        | 30   | 120  | 40   | 200   | 480   | 250  | 80    | 1720  | 110   | 80   | 1220 | 110   |
| RTOR Reduction (vph)   | 0    | 29   | 0    | 0     | 59    | 0    | 0     | 0     | 36    | 0    | 0    | 54    |
| Lane Group Flow (vph)  | 30   | 131  | 0    | 200   | 671   | 0    | 80    | 1720  | 74    | 80   | 1220 | 56    |
| Confl. Peds. (#/hr)    |      |      | 10   |       |       | 10   |       |       | 10    |      |      | 10    |
| Heavy Vehicles (%)     | 2%   | 2%   | 2%   | 2%    | 2%    | 2%   | 2%    | 2%    | 2%    | 2%   | 2%   | 2%    |
| Turn Type              | Prot |      |      | Prot  |       |      | Prot  |       | pm+ov | Prot |      | pm+ov |
| Protected Phases       | 7    | 4    |      | 3     | 8     |      | 5     | 2     | 3     | 1    | 6    | 7     |
| Permitted Phases       |      |      |      |       |       |      |       |       | 2     |      |      | 6     |
| Actuated Green, G (s)  | 7.1  | 19.9 |      | 16.4  | 29.2  |      | 6.7   | 45.1  | 61.5  | 7.2  | 45.6 | 52.7  |
| Effective Green, g (s) | 7.1  | 19.9 |      | 16.4  | 29.2  |      | 6.7   | 45.1  | 61.5  | 7.2  | 45.6 | 52.7  |
| Actuated g/C Ratio     | 0.07 | 0.19 |      | 0.16  | 0.28  |      | 0.06  | 0.43  | 0.59  | 0.07 | 0.44 | 0.50  |
| Clearance Time (s)     | 4.0  | 4.0  |      | 4.0   | 4.0   |      | 4.0   | 4.0   | 4.0   | 4.0  | 4.0  | 4.0   |
| Vehicle Extension (s)  | 3.0  | 3.0  |      | 3.0   | 3.0   |      | 3.0   | 3.0   | 3.0   | 3.0  | 3.0  | 3.0   |
| Lane Grp Cap (vph)     | 120  | 645  |      | 278   | 930   |      | 113   | 2192  | 974   | 122  | 2217 | 840   |
| v/s Ratio Prot         | 0.02 | 0.04 |      | c0.11 | c0.20 |      | c0.05 | c0.34 | 0.01  | 0.05 | 0.24 | 0.00  |
| v/s Ratio Perm         |      |      |      |       |       |      |       |       | 0.04  |      |      | 0.03  |
| v/c Ratio              | 0.25 | 0.20 |      | 0.72  | 0.72  |      | 0.71  | 0.78  | 0.08  | 0.66 | 0.55 | 0.07  |
| Uniform Delay, d1      | 46.2 | 35.7 |      | 41.9  | 34.0  |      | 48.0  | 25.6  | 9.3   | 47.5 | 21.9 | 13.3  |
| Progression Factor     | 1.00 | 1.00 |      | 1.00  | 1.00  |      | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  |
| Incremental Delay, d2  | 1.1  | 0.2  |      | 8.6   | 2.8   |      | 18.3  | 1.9   | 0.0   | 12.0 | 0.3  | 0.0   |
| Delay (s)              | 47.3 | 35.8 |      | 50.5  | 36.8  |      | 66.3  | 27.5  | 9.3   | 59.5 | 22.2 | 13.4  |
| Level of Service       | D    | D    |      | D     | D     |      | E     | C     | A     | E    | C    | B     |
| Approach Delay (s)     |      | 37.6 |      |       | 39.8  |      |       | 28.1  |       |      | 23.6 |       |
| Approach LOS           |      | D    |      |       | D     |      |       | C     |       |      | C    |       |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 29.5  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.74  |                      |      |
| Actuated Cycle Length (s)         | 104.6 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 77.9% | ICU Level of Service | D    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |



HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

2035 Plus Phase I  
 AM Peak Hour

|                                   |  |  |  |  |  |  |   |    |  |  |    |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |  |   |  |   |  | <br><br> |  |  | <br><br> |  |
| Volume (vph)                      | 60  | 10  | 100   | 10  | 10  | 10  | 370   | 1770  | 10  | 10  | 1170  | 150   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 4.0   | 4.0   |   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 |   | 1.00  | 1.00  |   | 1.00  |   | 1.00  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  |
| Frbp, ped/bikes                   |   | 1.00  | 0.99  |   | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.96  |
| Flpb, ped/bikes                   |   | 1.00  | 1.00  |   | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               |   | 1.00  | 0.85  |   | 0.95  |   | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     |   | 0.96  | 1.00  |   | 0.98  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 |   | 1770  | 1545  |   | 1733  |   | 1752  | 5036  | 1568  | 1752  | 5036  | 1505  |
| Flt Permitted                     |   | 0.74  | 1.00  |   | 0.91  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 |   | 1357  | 1545  |   | 1595  |   | 1752  | 5036  | 1568  | 1752  | 5036  | 1505  |
| Peak-hour factor, PHF             | 1.00  | 0.95  | 1.00  | 0.95  | 0.95  | 0.95  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 1.00  |
| Adj. Flow (vph)                   | 60  | 11  | 100   | 11  | 11  | 11  | 370   | 1770  | 11  | 11  | 1170  | 150   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 9   | 0   | 0   | 0   | 4   | 0   | 0   | 91  |
| Lane Group Flow (vph)             | 0   | 71  | 100   | 0   | 24  | 0   | 370   | 1770  | 7   | 11  | 1170  | 59  |
| Confl. Peds. (#/hr)               |   |   | 10  |   |   |   |   |   |   |   |   | 10  |
| Heavy Vehicles (%)                | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  |
| Turn Type                         | Perm  |   | Free  | Perm  |   |   | Prot  |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  |   | 4   |   |   | 8   |   | 5   | 2   |   | 1   |   | 6   |
| Permitted Phases                  | 4   |   | Free  | 8   |   |   |   |   | 2   |   |   | 6   |
| Actuated Green, G (s)             |   | 9.9   | 70.1  |   | 9.9   |   | 20.4  | 47.4  | 47.4  | 0.8   | 27.8  | 27.8  |
| Effective Green, g (s)            |   | 9.9   | 70.1  |   | 9.9   |   | 20.4  | 47.4  | 47.4  | 0.8   | 27.8  | 27.8  |
| Actuated g/C Ratio                |   | 0.14  | 1.00  |   | 0.14  |   | 0.29  | 0.68  | 0.68  | 0.01  | 0.40  | 0.40  |
| Clearance Time (s)                |   | 4.0   |   |   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                |   | 192   | 1545  |   | 225   |   | 510   | 3405  | 1060  | 20  | 1997  | 597   |
| v/s Ratio Prot                    |   |   |   |   |   |   | c0.21   | 0.35  |   | 0.01  | c0.23   |   |
| v/s Ratio Perm                    |   | c0.05   | 0.06  |   | 0.01  |   |   |   | 0.00  |   |   | 0.04  |
| v/c Ratio                         |   | 0.37  | 0.06  |   | 0.10  |   | 0.73  | 0.52  | 0.01  | 0.55  | 0.59  | 0.10  |
| Uniform Delay, d1                 |   | 27.3  | 0.0   |   | 26.2  |   | 22.3  | 5.7   | 3.7   | 34.5  | 16.6  | 13.3  |
| Progression Factor                |   | 1.00  | 1.00  |   | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             |   | 1.2   | 0.1   |   | 0.2   |   | 5.1   | 0.1   | 0.0   | 28.9  | 0.4   | 0.1   |
| Delay (s)                         |   | 28.5  | 0.1   |   | 26.4  |   | 27.4  | 5.8   | 3.7   | 63.4  | 17.1  | 13.4  |
| Level of Service                  |   | C   | A   |   | C   |   | C   | A   | A   | E   | B   | B   |
| Approach Delay (s)                |   | 11.9  |   |   | 26.4  |   |   | 9.5   |   |   | 17.0  |   |
| Approach LOS                      |   | B   |   |   | C   |   |   | A   |   |   | B   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 12.5  |   |   |   | HCM Level of Service  |   |   |   | B   |   |
| HCM Volume to Capacity ratio      |   |   | 0.60  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 70.1  |   |   |   | Sum of lost time (s)  |   |   | 12.0  |   |   |
| Intersection Capacity Utilization |   |   | 67.3%   |   |   |   | ICU Level of Service  |   |   | C   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c                                 | Critical Lane Group   |   |   |   |   |   |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

2035 Plus Phase I  
AM Peak Hour

| Movement               | EBL  | EBT  | EBR  | WBL  | WBT   | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|-------|------|------|-------|------|-------|------|------|
| Lane Configurations    |      |      |      |      |       |      |      |       |      |       |      |      |
| Volume (vph)           | 30   | 40   | 30   | 100  | 230   | 240  | 40   | 2350  | 30   | 140   | 1190 | 30   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Lane Util. Factor      | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 0.91  | 1.00 | 1.00  | 0.91 | 1.00 |
| Frpb, ped/bikes        | 1.00 | 1.00 | 0.98 | 1.00 | 1.00  | 0.98 | 1.00 | 1.00  | 0.96 | 1.00  | 1.00 | 0.96 |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00 | 1.00  | 0.85 | 1.00 | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95 | 1.00  | 1.00 | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 1641 | 1727 | 1440 | 1641 | 1727  | 1440 | 1641 | 4715  | 1414 | 1641  | 4715 | 1411 |
| Flt Permitted          | 0.43 | 1.00 | 1.00 | 0.73 | 1.00  | 1.00 | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 743  | 1727 | 1440 | 1263 | 1727  | 1440 | 1641 | 4715  | 1414 | 1641  | 4715 | 1411 |
| Peak-hour factor, PHF  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Adj. Flow (vph)        | 30   | 40   | 30   | 100  | 230   | 240  | 40   | 2350  | 30   | 140   | 1190 | 30   |
| RTOR Reduction (vph)   | 0    | 0    | 23   | 0    | 0     | 122  | 0    | 0     | 9    | 0     | 0    | 12   |
| Lane Group Flow (vph)  | 30   | 40   | 7    | 100  | 230   | 118  | 40   | 2350  | 21   | 140   | 1190 | 18   |
| Confl. Peds. (#/hr)    |      |      | 10   |      |       | 10   |      |       | 10   |       |      | 10   |
| Heavy Vehicles (%)     | 10%  | 10%  | 10%  | 10%  | 10%   | 10%  | 10%  | 10%   | 10%  | 10%   | 10%  | 10%  |
| Turn Type              | Perm |      | Perm | Perm |       | Perm | Prot |       | Perm | Prot  |      | Perm |
| Protected Phases       |      | 4    |      |      | 8     |      | 5    | 2     |      | 1     |      | 6    |
| Permitted Phases       | 4    |      | 4    | 8    |       | 8    |      |       | 2    |       |      | 6    |
| Actuated Green, G (s)  | 18.0 | 18.0 | 18.0 | 18.0 | 18.0  | 18.0 | 4.0  | 44.2  | 44.2 | 8.1   | 48.3 | 48.3 |
| Effective Green, g (s) | 18.0 | 18.0 | 18.0 | 18.0 | 18.0  | 18.0 | 4.0  | 44.2  | 44.2 | 8.1   | 48.3 | 48.3 |
| Actuated g/C Ratio     | 0.22 | 0.22 | 0.22 | 0.22 | 0.22  | 0.22 | 0.05 | 0.54  | 0.54 | 0.10  | 0.59 | 0.59 |
| Clearance Time (s)     | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 163  | 378  | 315  | 276  | 378   | 315  | 80   | 2532  | 759  | 162   | 2767 | 828  |
| v/s Ratio Prot         |      | 0.02 |      |      | c0.13 |      | 0.02 | c0.50 |      | c0.09 |      | 0.25 |
| v/s Ratio Perm         | 0.04 |      | 0.00 | 0.08 |       | 0.08 |      |       | 0.01 |       |      | 0.01 |
| v/c Ratio              | 0.18 | 0.11 | 0.02 | 0.36 | 0.61  | 0.37 | 0.50 | 0.93  | 0.03 | 0.86  | 0.43 | 0.02 |
| Uniform Delay, d1      | 26.2 | 25.7 | 25.2 | 27.3 | 29.0  | 27.4 | 38.2 | 17.6  | 9.0  | 36.6  | 9.4  | 7.1  |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2  | 0.5  | 0.1  | 0.0  | 0.8  | 2.8   | 0.8  | 4.8  | 6.6   | 0.0  | 34.9  | 0.1  | 0.0  |
| Delay (s)              | 26.7 | 25.8 | 25.3 | 28.1 | 31.7  | 28.1 | 43.0 | 24.2  | 9.0  | 71.5  | 9.5  | 7.1  |
| Level of Service       | C    | C    | C    | C    | C     | C    | D    | C     | A    | E     | A    | A    |
| Approach Delay (s)     |      | 25.9 |      |      | 29.6  |      |      | 24.3  |      |       | 15.8 |      |
| Approach LOS           |      | C    |      |      | C     |      |      | C     |      |       | B    |      |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 22.4  | HCM Level of Service C    |
| HCM Volume to Capacity ratio      | 0.84  |                           |
| Actuated Cycle Length (s)         | 82.3  | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 86.5% | ICU Level of Service E    |
| Analysis Period (min)             | 15    |                           |
| c Critical Lane Group             |       |                           |

HCM Signalized Intersection Capacity Analysis  
21: Linne Road & Lammers Road

2035 Plus Phase I  
AM Peak Hour



| Movement               | WBL   | WBR  | NBT   | NBR  | SBL   | SBT  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    | ↵     | ↵    | ↑↑↑   | ↵    | ↵↵↵   | ↑↑↑  |
| Volume (vph)           | 200   | 440  | 1530  | 170  | 270   | 980  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 0.91  | 1.00 | 0.94  | 0.91 |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00  | 0.98 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00  | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1641  | 1468 | 4715  | 1439 | 4627  | 4715 |
| Flt Permitted          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (perm)      | 1641  | 1468 | 4715  | 1439 | 4627  | 4715 |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Adj. Flow (vph)        | 200   | 440  | 1530  | 170  | 270   | 980  |
| RTOR Reduction (vph)   | 0     | 372  | 0     | 93   | 0     | 0    |
| Lane Group Flow (vph)  | 200   | 68   | 1530  | 77   | 270   | 980  |
| Confl. Peds. (#/hr)    |       | 10   |       | 10   |       |      |
| Heavy Vehicles (%)     | 10%   | 10%  | 10%   | 10%  | 10%   | 10%  |
| Turn Type              |       | Over |       | Perm | Prot  |      |
| Protected Phases       | 8     | 1    | 2     |      | 1     | 6    |
| Permitted Phases       |       |      |       | 2    |       |      |
| Actuated Green, G (s)  | 15.1  | 10.3 | 29.5  | 29.5 | 10.3  | 43.8 |
| Effective Green, g (s) | 15.1  | 10.3 | 29.5  | 29.5 | 10.3  | 43.8 |
| Actuated g/C Ratio     | 0.23  | 0.15 | 0.44  | 0.44 | 0.15  | 0.65 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 370   | 226  | 2079  | 635  | 712   | 3087 |
| v/s Ratio Prot         | c0.12 | 0.05 | c0.32 |      | c0.06 | 0.21 |
| v/s Ratio Perm         |       |      |       | 0.05 |       |      |
| v/c Ratio              | 0.54  | 0.30 | 0.74  | 0.12 | 0.38  | 0.32 |
| Uniform Delay, d1      | 22.8  | 25.1 | 15.5  | 11.0 | 25.4  | 5.0  |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.6   | 0.7  | 1.4   | 0.1  | 0.3   | 0.1  |
| Delay (s)              | 24.5  | 25.8 | 16.9  | 11.1 | 25.8  | 5.1  |
| Level of Service       | C     | C    | B     | B    | C     | A    |
| Approach Delay (s)     | 25.4  |      | 16.3  |      |       | 9.6  |
| Approach LOS           | C     |      | B     |      |       | A    |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 15.6  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.62  |                      |      |
| Actuated Cycle Length (s)         | 66.9  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 64.5% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 22: I-580 WB On-Ramp & Lammers Road

2035 Plus Phase I  
 AM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT  | WBR   | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|------|------|-------|------|-------|-------|-------|------|------|------|------|
| Lane Configurations    |      |      |      |       | ↖    | ↗     | ↖     | ↕     |      |      | ↕    | ↗    |
| Volume (vph)           | 0    | 0    | 0    | 10    | 0    | 270   | 110   | 880   | 0    | 0    | 430  | 230  |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    |      |      |      |       | 4.0  | 4.0   | 4.0   | 4.0   |      |      | 4.0  | 4.0  |
| Lane Util. Factor      |      |      |      |       | 1.00 | 1.00  | 1.00  | 0.95  |      |      | 0.95 | 1.00 |
| Frbp, ped/bikes        |      |      |      |       | 1.00 | 1.00  | 1.00  | 1.00  |      |      | 1.00 | 0.97 |
| Flpb, ped/bikes        |      |      |      |       | 1.00 | 1.00  | 1.00  | 1.00  |      |      | 1.00 | 1.00 |
| Frt                    |      |      |      |       | 1.00 | 0.85  | 1.00  | 1.00  |      |      | 1.00 | 0.85 |
| Flt Protected          |      |      |      |       | 0.95 | 1.00  | 0.95  | 1.00  |      |      | 1.00 | 1.00 |
| Satd. Flow (prot)      |      |      |      |       | 1752 | 1568  | 1752  | 3505  |      |      | 3505 | 1517 |
| Flt Permitted          |      |      |      |       | 0.95 | 1.00  | 0.95  | 1.00  |      |      | 1.00 | 1.00 |
| Satd. Flow (perm)      |      |      |      |       | 1752 | 1568  | 1752  | 3505  |      |      | 3505 | 1517 |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)        | 0    | 0    | 0    | 11    | 0    | 284   | 116   | 926   | 0    | 0    | 453  | 242  |
| RTOR Reduction (vph)   | 0    | 0    | 0    | 0     | 0    | 142   | 0     | 0     | 0    | 0    | 0    | 105  |
| Lane Group Flow (vph)  | 0    | 0    | 0    | 0     | 11   | 142   | 116   | 926   | 0    | 0    | 453  | 137  |
| Confl. Peds. (#/hr)    |      |      |      |       |      |       |       |       | 5    |      |      | 5    |
| Heavy Vehicles (%)     | 3%   | 3%   | 3%   | 3%    | 3%   | 3%    | 3%    | 3%    | 3%   | 3%   | 3%   | 3%   |
| Turn Type              |      |      |      | Split |      | Perm  | Prot  |       |      |      |      | Perm |
| Protected Phases       |      |      |      | 8     | 8    |       | 5     | 2     |      |      | 6    |      |
| Permitted Phases       |      |      |      |       |      | 8     |       |       |      |      |      | 6    |
| Actuated Green, G (s)  |      |      |      |       | 10.9 | 10.9  | 7.6   | 51.1  |      |      | 39.5 | 39.5 |
| Effective Green, g (s) |      |      |      |       | 10.9 | 10.9  | 7.6   | 51.1  |      |      | 39.5 | 39.5 |
| Actuated g/C Ratio     |      |      |      |       | 0.16 | 0.16  | 0.11  | 0.73  |      |      | 0.56 | 0.56 |
| Clearance Time (s)     |      |      |      |       | 4.0  | 4.0   | 4.0   | 4.0   |      |      | 4.0  | 4.0  |
| Vehicle Extension (s)  |      |      |      |       | 3.0  | 3.0   | 3.0   | 3.0   |      |      | 3.0  | 3.0  |
| Lane Grp Cap (vph)     |      |      |      |       | 273  | 244   | 190   | 2559  |      |      | 1978 | 856  |
| v/s Ratio Prot         |      |      |      |       | 0.01 |       | c0.07 | c0.26 |      |      | 0.13 |      |
| v/s Ratio Perm         |      |      |      |       |      | c0.09 |       |       |      |      |      | 0.09 |
| v/c Ratio              |      |      |      |       | 0.04 | 0.58  | 0.61  | 0.36  |      |      | 0.23 | 0.16 |
| Uniform Delay, d1      |      |      |      |       | 25.1 | 27.4  | 29.8  | 3.5   |      |      | 7.6  | 7.3  |
| Progression Factor     |      |      |      |       | 1.00 | 1.00  | 1.25  | 0.18  |      |      | 1.00 | 1.00 |
| Incremental Delay, d2  |      |      |      |       | 0.1  | 3.5   | 5.4   | 0.4   |      |      | 0.3  | 0.4  |
| Delay (s)              |      |      |      |       | 25.2 | 31.0  | 42.7  | 1.0   |      |      | 7.9  | 7.7  |
| Level of Service       |      |      |      |       | C    | C     | D     | A     |      |      | A    | A    |
| Approach Delay (s)     |      | 0.0  |      |       | 30.7 |       |       | 5.6   |      |      | 7.8  |      |
| Approach LOS           |      | A    |      |       | C    |       |       | A     |      |      | A    |      |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 10.0  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.42  |                      |     |
| Actuated Cycle Length (s)         | 70.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |

HCM Signalized Intersection Capacity Analysis  
23: I-580 EB Off-Ramp & Lammers Road

2035 Plus Phase I  
AM Peak Hour



























| Movement               | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|------|------|------|------|------|------|-------|------|-------|------|------|
| Lane Configurations    | ↖    | ↖    | ↖    |      |      |      |      | ↕     |      | ↖     | ↕    |      |
| Volume (vph)           | 100  | 0    | 50   | 0    | 0    | 0    | 0    | 890   | 10   | 100   | 340  | 0    |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0  |      |      |      |      | 4.0   |      | 4.0   | 4.0  |      |
| Lane Util. Factor      | 0.95 | 0.95 | 1.00 |      |      |      |      | 0.95  |      | 1.00  | 0.95 |      |
| Frpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00  |      | 1.00  | 1.00 |      |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 |      |      |      |      | 1.00  |      | 1.00  | 1.00 |      |
| Frt                    | 1.00 | 1.00 | 0.85 |      |      |      |      | 1.00  |      | 1.00  | 1.00 |      |
| Flt Protected          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00  |      | 0.95  | 1.00 |      |
| Satd. Flow (prot)      | 1665 | 1665 | 1568 |      |      |      |      | 3497  |      | 1752  | 3505 |      |
| Flt Permitted          | 0.95 | 0.95 | 1.00 |      |      |      |      | 1.00  |      | 0.95  | 1.00 |      |
| Satd. Flow (perm)      | 1665 | 1665 | 1568 |      |      |      |      | 3497  |      | 1752  | 3505 |      |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 |
| Adj. Flow (vph)        | 105  | 0    | 53   | 0    | 0    | 0    | 0    | 937   | 11   | 105   | 358  | 0    |
| RTOR Reduction (vph)   | 0    | 0    | 48   | 0    | 0    | 0    | 0    | 1     | 0    | 0     | 0    | 0    |
| Lane Group Flow (vph)  | 52   | 53   | 5    | 0    | 0    | 0    | 0    | 947   | 0    | 105   | 358  | 0    |
| Confl. Peds. (#/hr)    |      |      |      |      |      |      |      |       | 5    |       |      | 5    |
| Heavy Vehicles (%)     | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   | 3%    | 3%   | 3%    | 3%   | 3%   |
| Turn Type              | Perm |      | Perm |      |      |      |      |       | Prot |       |      |      |
| Protected Phases       |      | 4    |      |      |      |      | 2    |       | 1    | 6     |      |      |
| Permitted Phases       | 4    |      | 4    |      |      |      |      |       |      |       |      |      |
| Actuated Green, G (s)  | 6.6  | 6.6  | 6.6  |      |      |      |      | 43.1  |      | 8.3   | 55.4 |      |
| Effective Green, g (s) | 6.6  | 6.6  | 6.6  |      |      |      |      | 43.1  |      | 8.3   | 55.4 |      |
| Actuated g/C Ratio     | 0.09 | 0.09 | 0.09 |      |      |      |      | 0.62  |      | 0.12  | 0.79 |      |
| Clearance Time (s)     | 4.0  | 4.0  | 4.0  |      |      |      |      | 4.0   |      | 4.0   | 4.0  |      |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  |      |      |      |      | 3.0   |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     | 157  | 157  | 148  |      |      |      |      | 2153  |      | 208   | 2774 |      |
| v/s Ratio Prot         |      |      |      |      |      |      |      | c0.27 |      | c0.06 | 0.10 |      |
| v/s Ratio Perm         | 0.03 | 0.03 | 0.00 |      |      |      |      |       |      |       |      |      |
| v/c Ratio              | 0.33 | 0.34 | 0.03 |      |      |      |      | 0.44  |      | 0.50  | 0.13 |      |
| Uniform Delay, d1      | 29.6 | 29.7 | 28.8 |      |      |      |      | 7.1   |      | 28.9  | 1.7  |      |
| Progression Factor     | 0.85 | 0.85 | 0.80 |      |      |      |      | 1.00  |      | 1.00  | 0.01 |      |
| Incremental Delay, d2  | 1.2  | 1.2  | 0.1  |      |      |      |      | 0.7   |      | 1.9   | 0.1  |      |
| Delay (s)              | 26.3 | 26.4 | 23.0 |      |      |      |      | 7.7   |      | 30.9  | 0.1  |      |
| Level of Service       | C    | C    | C    |      |      |      |      | A     |      | C     | A    |      |
| Approach Delay (s)     |      | 25.2 |      |      | 0.0  |      |      | 7.7   |      |       | 7.1  |      |
| Approach LOS           |      | C    |      |      | A    |      |      | A     |      |       | A    |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 9.3   | HCM Level of Service | A    |
| HCM Volume to Capacity ratio      | 0.44  |                      |      |
| Actuated Cycle Length (s)         | 70.0  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 47.7% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
111: Capital Parks Drive & Commerce Way

2035 Plus Phase I  
AM Peak Hour































|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)           | 430   | 20  | 10  | 10  | 60  | 100   | 10   | 10  | 10  | 150   | 10  | 610   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.94  | 1.00  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00   | 1.00  |   | 1.00  | 1.00  | 0.88  |
| Frpb, ped/bikes        | 1.00  | 1.00  | 0.96  | 1.00  | 1.00  | 0.98  | 1.00   | 0.99  |   | 1.00  | 1.00  | 0.99  |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00   | 0.93  |   | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 4627  | 1727  | 1416  | 1641  | 3282  | 1441  | 1641   | 1584  |   | 1641  | 1727  | 2565  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 4627  | 1727  | 1416  | 1641  | 3282  | 1441  | 1641   | 1584  |   | 1641  | 1727  | 2565  |
| Peak-hour factor, PHF  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95   | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)        | 453   | 21  | 11  | 11  | 63  | 105   | 11   | 11  | 11  | 158   | 11  | 642   |
| RTOR Reduction (vph)   | 0   | 0   | 6   | 0   | 0   | 87  | 0  | 10  | 0   | 0   | 0   | 306   |
| Lane Group Flow (vph)  | 453   | 21  | 5   | 11  | 63  | 18  | 11   | 12  | 0   | 158   | 11  | 336   |
| Confl. Peds. (#/hr)    |   |   | 10  |   |   | 10  |  |   | 10  |   |   | 10  |
| Heavy Vehicles (%)     | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%  | 10%   | 10%   | 10%   | 10%   | 10%   |
| Turn Type              | Prot  |   | Perm  | Prot  |   | Perm  | Prot   |   |   | Prot  |   | pm+ov   |
| Protected Phases       | 7   | 4   |   | 3   | 8   |   | 5  | 2   |   | 1   | 6   | 7   |
| Permitted Phases       |   |   | 4   |   |   | 8   |  |   |   |   |   | 6   |
| Actuated Green, G (s)  | 16.3  | 25.1  | 25.1  | 0.6   | 9.4   | 9.4   | 0.6  | 4.6   |   | 8.3   | 12.3  | 28.6  |
| Effective Green, g (s) | 16.3  | 25.1  | 25.1  | 0.6   | 9.4   | 9.4   | 0.6  | 4.6   |   | 8.3   | 12.3  | 28.6  |
| Actuated g/C Ratio     | 0.30  | 0.46  | 0.46  | 0.01  | 0.17  | 0.17  | 0.01   | 0.08  |   | 0.15  | 0.23  | 0.52  |
| Clearance Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 1381  | 794   | 651   | 18  | 565   | 248   | 18   | 133   |   | 249   | 389   | 1531  |
| v/s Ratio Prot         | c0.10   | 0.01  |   | 0.01  | c0.02   |   | 0.01   | 0.01  |   | c0.10   | 0.01  | c0.07   |
| v/s Ratio Perm         |   |   | 0.00  |   |   | 0.01  |  |   |   |   |   | 0.07  |
| v/c Ratio              | 0.33  | 0.03  | 0.01  | 0.61  | 0.11  | 0.07  | 0.61   | 0.09  |   | 0.63  | 0.03  | 0.22  |
| Uniform Delay, d1      | 14.9  | 8.1   | 8.0   | 26.9  | 19.1  | 18.9  | 26.9   | 23.1  |   | 21.7  | 16.5  | 7.0   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.1   | 0.0   | 0.0   | 48.7  | 0.1   | 0.1   | 48.7   | 0.3   |   | 5.2   | 0.0   | 0.1   |
| Delay (s)              | 15.0  | 8.1   | 8.0   | 75.6  | 19.2  | 19.1  | 75.6   | 23.4  |   | 26.9  | 16.5  | 7.1   |
| Level of Service       | B   | A   | A   | E   | B   | B   | E  | C   |   | C   | B   | A   |
| Approach Delay (s)     |   | 14.6  |   |   | 22.6  |   |  | 40.8  |   |   | 11.1  |   |
| Approach LOS           |   | B   |   |   | C   |   |  | D   |   |   | B   |   |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 14.2  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.30  |                      |     |
| Actuated Cycle Length (s)         | 54.6  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 43.8% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |
| c Critical Lane Group             |       |                      |     |












HCM Signalized Intersection Capacity Analysis  
117: Capital Parks Drive & Lammers Road

2035 Plus Phase I  
AM Peak Hour

|                                   |    |  |  |  |  |  |    |    |  |  |    |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |  |  |  |  |   |    |  |  |    |  |
| Volume (vph)                      | 80  | 10  | 90  | 100   | 200   | 30  | 630  | 1340  | 30  | 40  | 1390  | 600   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 | 0.97  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.97   | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  |
| Frbp, ped/bikes                   | 1.00  | 1.00  | 0.99  | 1.00  | 1.00  | 0.98  | 1.00   | 1.00  | 0.96  | 1.00  | 1.00  | 0.99  |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00   | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 3433  | 1863  | 1560  | 1770  | 1863  | 1553  | 3433   | 5085  | 1522  | 1770  | 5085  | 1560  |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 3433  | 1863  | 1560  | 1770  | 1863  | 1553  | 3433   | 5085  | 1522  | 1770  | 5085  | 1560  |
| Peak-hour factor, PHF             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)                   | 80  | 10  | 90  | 100   | 200   | 30  | 630  | 1340  | 30  | 40  | 1390  | 600   |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 0   | 23  | 0  | 0   | 14  | 0   | 0   | 0   |
| Lane Group Flow (vph)             | 80  | 10  | 90  | 100   | 200   | 7   | 630  | 1340  | 16  | 40  | 1390  | 600   |
| Confl. Peds. (#/hr)               |   |   | 10  |   |   | 10  |  |   | 10  |   |   | 10  |
| Heavy Vehicles (%)                | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Turn Type                         | Prot  |   | Free  | Prot  |   | Perm  | Prot   |   | Perm  | Prot  |   | Free  |
| Protected Phases                  | 7   | 4   |   | 3   | 8   |   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases                  |   |   | Free  |   |   | 8   |  |   | 2   |   |   | Free  |
| Actuated Green, G (s)             | 4.5   | 8.5   | 80.7  | 14.3  | 18.3  | 18.3  | 11.7   | 37.4  | 37.4  | 4.5   | 30.2  | 80.7  |
| Effective Green, g (s)            | 4.5   | 8.5   | 80.7  | 14.3  | 18.3  | 18.3  | 11.7   | 37.4  | 37.4  | 4.5   | 30.2  | 80.7  |
| Actuated g/C Ratio                | 0.06  | 0.11  | 1.00  | 0.18  | 0.23  | 0.23  | 0.14   | 0.46  | 0.46  | 0.06  | 0.37  | 1.00  |
| Clearance Time (s)                | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 191   | 196   | 1560  | 314   | 422   | 352   | 498  | 2357  | 705   | 99  | 1903  | 1560  |
| v/s Ratio Prot                    | 0.02  | 0.01  |   | 0.06  | c0.11   |   | c0.18  | 0.26  |   | 0.02  | c0.27   |   |
| v/s Ratio Perm                    |   |   | 0.06  |   |   | 0.00  |  |   | 0.01  |   |   | c0.38   |
| v/c Ratio                         | 0.42  | 0.05  | 0.06  | 0.32  | 0.47  | 0.02  | 1.27   | 0.57  | 0.02  | 0.40  | 0.73  | 0.38  |
| Uniform Delay, d1                 | 36.8  | 32.5  | 0.0   | 29.0  | 27.0  | 24.2  | 34.5   | 15.8  | 11.7  | 36.8  | 21.7  | 0.0   |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 1.5   | 0.1   | 0.1   | 0.6   | 0.8   | 0.0   | 134.6  | 0.3   | 0.0   | 2.7   | 1.5   | 0.7   |
| Delay (s)                         | 38.3  | 32.6  | 0.1   | 29.5  | 27.9  | 24.3  | 169.1  | 16.1  | 11.7  | 39.5  | 23.2  | 0.7   |
| Level of Service                  | D   | C   | A   | C   | C   | C   | F  | B   | B   | D   | C   | A   |
| Approach Delay (s)                |   | 18.9  |   |   | 28.0  |   |  | 64.2  |   |   | 16.9  |   |
| Approach LOS                      |   | B   |   |   | C   |   |  | E   |   |   | B   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 38.6  |   |   |   | HCM Level of Service   |   |   | D   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.68  |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 80.7  |   |   |   | Sum of lost time (s)   |   | 8.0   |   |   |   |
| Intersection Capacity Utilization |   |   | 77.1%   |   |   |   | ICU Level of Service   |   | D   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |   |   |   |   |   |

HCM Unsignalized Intersection Capacity Analysis  
119: Old Schulte Road & Lammers Road

2035 Plus Phase I  
AM Peak Hour

|                                   |  |  |  |  |  |  |      |
|-----------------------------------|---|---|---|---|---|---|------|
| Movement                          | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |      |
| Lane Configurations               |  |   |  |  |  |  |      |
| Volume (veh/h)                    | 100   | 200   | 1930  | 270   | 70  | 1210  |      |
| Sign Control                      | Stop  |   | Free  |   |   | Free  |      |
| Grade                             | 0%  |   | 0%  |   |   | 0%  |      |
| Peak Hour Factor                  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |      |
| Hourly flow rate (vph)            | 100   | 200   | 1930  | 270   | 70  | 1210  |      |
| Pedestrians                       |   |   |   |   |   |   |      |
| Lane Width (ft)                   |   |   |   |   |   |   |      |
| Walking Speed (ft/s)              |   |   |   |   |   |   |      |
| Percent Blockage                  |   |   |   |   |   |   |      |
| Right turn flare (veh)            |   |   |   |   |   |   |      |
| Median type                       |   |   | None  |   |   | None  |      |
| Median storage (veh)              |   |   |   |   |   |   |      |
| Upstream signal (ft)              |   |   |   |   |   |   |      |
| pX, platoon unblocked             |   |   |   |   |   |   |      |
| vC, conflicting volume            | 2675  | 965   |   |   | 2200  |   |      |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |      |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |      |
| vCu, unblocked vol                | 2675  | 965   |   |   | 2200  |   |      |
| tC, single (s)                    | 7.0   | 7.1   |   |   | 4.3   |   |      |
| tC, 2 stage (s)                   |   |   |   |   |   |   |      |
| tF (s)                            | 3.6   | 3.4   |   |   | 2.3   |   |      |
| p0 queue free %                   | 0   | 18  |   |   | 68  |   |      |
| cM capacity (veh/h)               | 11  | 244   |   |   | 217   |   |      |
| Direction, Lane #                 | WB 1  | NB 1  | NB 2  | NB 3  | SB 1  | SB 2  | SB 3 |
| Volume Total                      | 300   | 965   | 965   | 270   | 70  | 605   | 605  |
| Volume Left                       | 100   | 0   | 0   | 0   | 70  | 0   | 0    |
| Volume Right                      | 200   | 0   | 0   | 270   | 0   | 0   | 0    |
| cSH                               | 30  | 1700  | 1700  | 1700  | 217   | 1700  | 1700 |
| Volume to Capacity                | 9.87  | 0.57  | 0.57  | 0.16  | 0.32  | 0.36  | 0.36 |
| Queue Length 95th (ft)            | Err   | 0   | 0   | 0   | 33  | 0   | 0    |
| Control Delay (s)                 | Err   | 0.0   | 0.0   | 0.0   | 29.4  | 0.0   | 0.0  |
| Lane LOS                          | F   |   |   |   | D   |   |      |
| Approach Delay (s)                | Err   | 0.0   |   |   | 1.6   |   |      |
| Approach LOS                      | F   |   |   |   |   |   |      |
| Intersection Summary              |   |   |   |   |   |   |      |
| Average Delay                     |   |   | 794.1   |   |   |   |      |
| Intersection Capacity Utilization |   |   | 82.7%   |   | ICU Level of Service  |   | E    |
| Analysis Period (min)             |   |   | 15  |   |   |   |      |



HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

2035 Plus Phase I  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT                  | WBR   | NBL   | NBT  | NBR  | SBL  | SBT   | SBR   |  |
|-----------------------------------|------|------|-------|-------|----------------------|-------|-------|------|------|------|-------|-------|--|
| Lane Configurations               |      |      |       |       | ↕                    | ↗↘    | ↖     | ↕↕   |      |      | ↕↕↕   | ↖     |  |
| Volume (vph)                      | 0    | 0    | 0     | 260   | 0                    | 1830  | 240   | 800  | 0    | 0    | 2240  | 160   |  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900                 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  |  |
| Total Lost time (s)               |      |      |       |       | 4.0                  | 4.0   | 4.0   | 4.0  |      |      | 4.0   | 2.3   |  |
| Lane Util. Factor                 |      |      |       |       | 1.00                 | 0.88  | 1.00  | 0.95 |      |      | 0.91  | 1.00  |  |
| Frbp, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 0.99  |  |
| Flpb, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 1.00  |  |
| Frt                               |      |      |       |       | 1.00                 | 0.85  | 1.00  | 1.00 |      |      | 1.00  | 0.85  |  |
| Flt Protected                     |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00  |  |
| Satd. Flow (prot)                 |      |      |       |       | 1719                 | 2707  | 1719  | 3438 |      |      | 4940  | 1519  |  |
| Flt Permitted                     |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00  |  |
| Satd. Flow (perm)                 |      |      |       |       | 1719                 | 2707  | 1719  | 3438 |      |      | 4940  | 1519  |  |
| Peak-hour factor, PHF             | 1.00 | 1.00 | 1.00  | 1.00  | 1.00                 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |  |
| Adj. Flow (vph)                   | 0    | 0    | 0     | 260   | 0                    | 1830  | 240   | 800  | 0    | 0    | 2240  | 160   |  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0     | 0                    | 215   | 0     | 0    | 0    | 0    | 0     | 0     |  |
| Lane Group Flow (vph)             | 0    | 0    | 0     | 0     | 260                  | 1615  | 240   | 800  | 0    | 0    | 2240  | 160   |  |
| Confl. Peds. (#/hr)               |      |      |       |       |                      |       |       |      | 10   |      |       |       |  |
| Confl. Bikes (#/hr)               |      |      |       |       |                      |       |       |      |      |      |       | 2     |  |
| Turn Type                         |      |      |       | Split |                      | Perm  | Prot  |      |      |      |       | Free  |  |
| Protected Phases                  |      |      |       | 8     | 8                    |       | 5     | 2    |      |      | 6     |       |  |
| Permitted Phases                  |      |      |       |       |                      | 8     |       |      |      |      |       | Free  |  |
| Actuated Green, G (s)             |      |      |       |       | 49.9                 | 49.9  | 26.0  | 89.3 |      |      | 58.8  | 150.0 |  |
| Effective Green, g (s)            |      |      |       |       | 51.0                 | 51.0  | 26.5  | 91.0 |      |      | 60.5  | 150.0 |  |
| Actuated g/C Ratio                |      |      |       |       | 0.34                 | 0.34  | 0.18  | 0.61 |      |      | 0.40  | 1.00  |  |
| Clearance Time (s)                |      |      |       |       | 5.1                  | 5.1   | 4.5   | 5.7  |      |      | 5.7   |       |  |
| Vehicle Extension (s)             |      |      |       |       | 2.3                  | 2.3   | 4.0   | 4.0  |      |      | 4.0   |       |  |
| Lane Grp Cap (vph)                |      |      |       |       | 584                  | 920   | 304   | 2086 |      |      | 1992  | 1519  |  |
| v/s Ratio Prot                    |      |      |       |       | 0.15                 |       | c0.14 | 0.23 |      |      | c0.45 |       |  |
| v/s Ratio Perm                    |      |      |       |       |                      | c0.60 |       |      |      |      |       | 0.11  |  |
| v/c Ratio                         |      |      |       |       | 0.45                 | 1.76  | 0.79  | 0.38 |      |      | 1.12  | 0.11  |  |
| Uniform Delay, d1                 |      |      |       |       | 38.5                 | 49.5  | 59.1  | 15.1 |      |      | 44.8  | 0.0   |  |
| Progression Factor                |      |      |       |       | 1.00                 | 1.00  | 0.88  | 1.04 |      |      | 1.00  | 1.00  |  |
| Incremental Delay, d2             |      |      |       |       | 0.3                  | 344.4 | 13.0  | 0.5  |      |      | 63.3  | 0.1   |  |
| Delay (s)                         |      |      |       |       | 38.8                 | 393.9 | 65.0  | 16.3 |      |      | 108.0 | 0.1   |  |
| Level of Service                  |      |      |       |       | D                    | F     | E     | B    |      |      | F     | A     |  |
| Approach Delay (s)                |      | 0.0  |       |       | 349.7                |       |       | 27.5 |      |      | 100.8 |       |  |
| Approach LOS                      |      | A    |       |       | F                    |       |       | C    |      |      | F     |       |  |
| <b>Intersection Summary</b>       |      |      |       |       |                      |       |       |      |      |      |       |       |  |
| HCM Average Control Delay         |      |      | 181.1 |       | HCM Level of Service |       |       |      |      |      | F     |       |  |
| HCM Volume to Capacity ratio      |      |      | 1.29  |       |                      |       |       |      |      |      |       |       |  |
| Actuated Cycle Length (s)         |      |      | 150.0 |       | Sum of lost time (s) |       |       |      |      | 12.0 |       |       |  |
| Intersection Capacity Utilization |      |      | 92.8% |       | ICU Level of Service |       |       |      |      | F    |       |       |  |
| Analysis Period (min)             |      |      | 15    |       |                      |       |       |      |      |      |       |       |  |
| c Critical Lane Group             |      |      |       |       |                      |       |       |      |      |      |       |       |  |

HCM Signalized Intersection Capacity Analysis  
 2: I-205 EB Off-Ramp & Mountain House Parkway

2035 Plus Phase I  
 PM Peak Hour



| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|-------|------|------|------|
| Lane Configurations    |       |      |      |      |      |      |      |      |       |      |      |      |
| Volume (vph)           | 340   | 0    | 100  | 0    | 0    | 0    | 0    | 700  | 560   | 0    | 680  | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7   |      | 5.7  |      |
| Lane Util. Factor      | 0.95  | 0.95 | 1.00 |      |      |      |      | 0.95 | 1.00  |      | 0.95 |      |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 0.95  |      | 1.00 |      |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Frt                    | 1.00  | 1.00 | 0.85 |      |      |      |      | 1.00 | 0.85  |      | 1.00 |      |
| Flt Protected          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (prot)      | 1633  | 1633 | 1538 |      |      |      |      | 3438 | 1467  |      | 3438 |      |
| Flt Permitted          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00 | 1.00  |      | 1.00 |      |
| Satd. Flow (perm)      | 1633  | 1633 | 1538 |      |      |      |      | 3438 | 1467  |      | 3438 |      |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph)        | 340   | 0    | 100  | 0    | 0    | 0    | 0    | 700  | 560   | 0    | 680  | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 84   | 0    | 0    | 0    | 0    | 0    | 169   | 0    | 0    | 0    |
| Lane Group Flow (vph)  | 170   | 170  | 16   | 0    | 0    | 0    | 0    | 700  | 391   | 0    | 680  | 0    |
| Confl. Peds. (#/hr)    |       |      |      |      |      |      |      |      | 10    |      |      |      |
| Confl. Bikes (#/hr)    |       |      |      |      |      |      |      |      |       |      |      | 1    |
| Turn Type              | Split |      | Perm |      |      |      |      |      | Perm  |      |      |      |
| Protected Phases       | 4     | 4    |      |      |      |      |      | 2    |       |      | 6    |      |
| Permitted Phases       |       |      | 4    |      |      |      |      |      | 2     |      |      |      |
| Actuated Green, G (s)  | 11.9  | 11.9 | 11.9 |      |      |      |      | 52.3 | 52.3  |      | 52.3 |      |
| Effective Green, g (s) | 11.9  | 11.9 | 11.9 |      |      |      |      | 52.3 | 52.3  |      | 52.3 |      |
| Actuated g/C Ratio     | 0.16  | 0.16 | 0.16 |      |      |      |      | 0.70 | 0.70  |      | 0.70 |      |
| Clearance Time (s)     | 5.1   | 5.1  | 5.1  |      |      |      |      | 5.7  | 5.7   |      | 5.7  |      |
| Vehicle Extension (s)  | 1.3   | 1.3  | 1.3  |      |      |      |      | 4.0  | 4.0   |      | 4.0  |      |
| Lane Grp Cap (vph)     | 259   | 259  | 244  |      |      |      |      | 2397 | 1023  |      | 2397 |      |
| v/s Ratio Prot         | c0.10 | 0.10 |      |      |      |      |      | 0.20 |       |      | 0.20 |      |
| v/s Ratio Perm         |       |      | 0.01 |      |      |      |      |      | c0.27 |      |      |      |
| v/c Ratio              | 0.66  | 0.66 | 0.07 |      |      |      |      | 0.29 | 0.38  |      | 0.28 |      |
| Uniform Delay, d1      | 29.6  | 29.6 | 26.8 |      |      |      |      | 4.3  | 4.7   |      | 4.3  |      |
| Progression Factor     | 1.00  | 1.00 | 1.00 |      |      |      |      | 0.69 | 3.35  |      | 1.12 |      |
| Incremental Delay, d2  | 4.5   | 4.5  | 0.0  |      |      |      |      | 0.3  | 1.0   |      | 0.1  |      |
| Delay (s)              | 34.1  | 34.1 | 26.9 |      |      |      |      | 3.3  | 16.7  |      | 4.9  |      |
| Level of Service       | C     | C    | C    |      |      |      |      | A    | B     |      | A    |      |
| Approach Delay (s)     |       | 32.5 |      |      | 0.0  |      |      | 9.2  |       |      | 4.9  |      |
| Approach LOS           |       | C    |      |      | A    |      |      | A    |       |      | A    |      |

| Intersection Summary              |                     |        |                      |      |
|-----------------------------------|---------------------|--------|----------------------|------|
| HCM Average Control Delay         |                     | 12.3   | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      |                     | 0.43   |                      |      |
| Actuated Cycle Length (s)         |                     | 75.0   | Sum of lost time (s) | 10.8 |
| Intersection Capacity Utilization |                     | 115.4% | ICU Level of Service | H    |
| Analysis Period (min)             |                     | 15     |                      |      |
| c                                 | Critical Lane Group |        |                      |      |

HCM Signalized Intersection Capacity Analysis  
 3: Capital Parks Drive & Mountain House Parkway

2035 Plus Phase I  
 PM Peak Hour



| Movement               | WBL   | WBR  | NBT  | NBR  | SBL   | SBT  |
|------------------------|-------|------|------|------|-------|------|
| Lane Configurations    |       |      |      |      |       |      |
| Volume (vph)           | 80    | 290  | 1020 | 60   | 250   | 760  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0  | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Frpb, ped/bikes        | 1.00  | 0.99 | 1.00 | 0.96 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00 | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95  | 1.00 | 1.00 | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1719  | 1515 | 1810 | 1484 | 1719  | 1810 |
| Flt Permitted          | 0.95  | 1.00 | 1.00 | 1.00 | 0.19  | 1.00 |
| Satd. Flow (perm)      | 1719  | 1515 | 1810 | 1484 | 337   | 1810 |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 |
| Adj. Flow (vph)        | 80    | 290  | 1020 | 60   | 250   | 760  |
| RTOR Reduction (vph)   | 0     | 0    | 0    | 14   | 0     | 0    |
| Lane Group Flow (vph)  | 80    | 290  | 1020 | 46   | 250   | 760  |
| Confl. Peds. (#/hr)    |       | 10   |      | 10   |       |      |
| Turn Type              |       | Free |      | Perm | Perm  |      |
| Protected Phases       | 8     |      | 2    |      |       | 6    |
| Permitted Phases       |       | Free |      | 2    | 6     |      |
| Actuated Green, G (s)  | 10.9  | 75.0 | 56.1 | 56.1 | 56.1  | 56.1 |
| Effective Green, g (s) | 10.9  | 75.0 | 56.1 | 56.1 | 56.1  | 56.1 |
| Actuated g/C Ratio     | 0.15  | 1.00 | 0.75 | 0.75 | 0.75  | 0.75 |
| Clearance Time (s)     | 4.0   |      | 4.0  | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   |      | 3.0  | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 250   | 1515 | 1354 | 1110 | 252   | 1354 |
| v/s Ratio Prot         | c0.05 |      | 0.56 |      |       | 0.42 |
| v/s Ratio Perm         |       | 0.19 |      | 0.03 | c0.74 |      |
| v/c Ratio              | 0.32  | 0.19 | 0.75 | 0.04 | 0.99  | 0.56 |
| Uniform Delay, d1      | 28.7  | 0.0  | 5.5  | 2.5  | 9.2   | 4.1  |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00 | 1.96  | 1.08 |
| Incremental Delay, d2  | 0.7   | 0.3  | 3.9  | 0.1  | 53.6  | 1.6  |
| Delay (s)              | 29.5  | 0.3  | 9.4  | 2.5  | 71.6  | 6.1  |
| Level of Service       | C     | A    | A    | A    | E     | A    |
| Approach Delay (s)     | 6.6   |      | 9.0  |      |       | 22.3 |
| Approach LOS           | A     |      | A    |      |       | C    |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 14.1  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.88  |                      |     |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 87.3% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis  
 4: New Schulte Road & Mountain House Parkway

2035 Plus Phase I  
 PM Peak Hour



| Movement               | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
|------------------------|------|------|------|------|------|------|
| Lane Configurations    | ↶    | ↷    | ↶    | ↷    | ↶    | ↶    |
| Volume (veh/h)         | 20   | 470  | 570  | 40   | 250  | 560  |
| Sign Control           | Stop |      | Free |      |      | Free |
| Grade                  | 0%   |      | 0%   |      |      | 0%   |
| Peak Hour Factor       | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Hourly flow rate (vph) | 20   | 470  | 570  | 40   | 250  | 560  |
| Pedestrians            | 10   |      |      |      |      | 10   |
| Lane Width (ft)        | 12.0 |      |      |      |      | 12.0 |
| Walking Speed (ft/s)   | 4.0  |      |      |      |      | 4.0  |
| Percent Blockage       | 1    |      |      |      |      | 1    |
| Right turn flare (veh) |      |      |      |      |      |      |
| Median type            |      |      | None |      |      | None |
| Median storage (veh)   |      |      |      |      |      |      |
| Upstream signal (ft)   |      |      |      |      |      |      |
| pX, platoon unblocked  |      |      |      |      |      |      |
| vC, conflicting volume | 1640 | 590  |      |      | 620  |      |
| vC1, stage 1 conf vol  |      |      |      |      |      |      |
| vC2, stage 2 conf vol  |      |      |      |      |      |      |
| vCu, unblocked vol     | 1640 | 590  |      |      | 620  |      |
| tC, single (s)         | 6.4  | 6.2  |      |      | 4.1  |      |
| tC, 2 stage (s)        |      |      |      |      |      |      |
| tF (s)                 | 3.5  | 3.3  |      |      | 2.2  |      |
| p0 queue free %        | 75   | 5    |      |      | 73   |      |
| cM capacity (veh/h)    | 79   | 494  |      |      | 938  |      |

| Direction, Lane #      | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|------------------------|------|------|------|------|------|------|
| Volume Total           | 20   | 470  | 570  | 40   | 250  | 560  |
| Volume Left            | 20   | 0    | 0    | 0    | 250  | 0    |
| Volume Right           | 0    | 470  | 0    | 40   | 0    | 0    |
| cSH                    | 79   | 494  | 1700 | 1700 | 938  | 1700 |
| Volume to Capacity     | 0.25 | 0.95 | 0.34 | 0.02 | 0.27 | 0.33 |
| Queue Length 95th (ft) | 23   | 297  | 0    | 0    | 27   | 0    |
| Control Delay (s)      | 65.5 | 58.4 | 0.0  | 0.0  | 10.2 | 0.0  |
| Lane LOS               | F    | F    |      |      | B    |      |
| Approach Delay (s)     | 58.7 |      | 0.0  |      | 3.2  |      |
| Approach LOS           | F    |      |      |      |      |      |

| Intersection Summary              |  |  |       |  |                      |   |
|-----------------------------------|--|--|-------|--|----------------------|---|
| Average Delay                     |  |  | 16.4  |  |                      |   |
| Intersection Capacity Utilization |  |  | 66.8% |  | ICU Level of Service | C |
| Analysis Period (min)             |  |  | 15    |  |                      |   |

HCM Unsignalized Intersection Capacity Analysis  
 102: I-205 EB On-Ramp & Mountain House Parkway




























2035 Plus Phase I  
 PM Peak Hour



| Movement                          | EBL         | EBR         | NBL         | NBT         | SBT                  | SBR  |
|-----------------------------------|-------------|-------------|-------------|-------------|----------------------|------|
| Lane Configurations               |             |             |             | ↑↑          | ↑↑                   | ↗    |
| Volume (veh/h)                    | 0           | 0           | 0           | 1040        | 680                  | 1810 |
| Sign Control                      | Stop        |             |             | Free        | Free                 |      |
| Grade                             | 0%          |             |             | 0%          | 0%                   |      |
| Peak Hour Factor                  | 1.00        | 1.00        | 1.00        | 1.00        | 1.00                 | 1.00 |
| Hourly flow rate (vph)            | 0           | 0           | 0           | 1040        | 680                  | 1810 |
| Pedestrians                       |             |             |             |             |                      |      |
| Lane Width (ft)                   |             |             |             |             |                      |      |
| Walking Speed (ft/s)              |             |             |             |             |                      |      |
| Percent Blockage                  |             |             |             |             |                      |      |
| Right turn flare (veh)            |             |             |             |             |                      |      |
| Median type                       |             |             |             | None        | None                 |      |
| Median storage (veh)              |             |             |             |             |                      |      |
| Upstream signal (ft)              |             |             |             | 318         | 426                  |      |
| pX, platoon unblocked             | 0.93        |             |             |             |                      |      |
| vC, conflicting volume            | 1200        | 340         | 2490        |             |                      |      |
| vC1, stage 1 conf vol             |             |             |             |             |                      |      |
| vC2, stage 2 conf vol             |             |             |             |             |                      |      |
| vCu, unblocked vol                | 1059        | 340         | 2490        |             |                      |      |
| tC, single (s)                    | 6.9         | 7.0         | 4.2         |             |                      |      |
| tC, 2 stage (s)                   |             |             |             |             |                      |      |
| tF (s)                            | 3.5         | 3.3         | 2.2         |             |                      |      |
| p0 queue free %                   | 100         | 100         | 100         |             |                      |      |
| cM capacity (veh/h)               | 199         | 647         | 173         |             |                      |      |
| <b>Direction, Lane #</b>          | <b>NB 1</b> | <b>NB 2</b> | <b>SB 1</b> | <b>SB 2</b> | <b>SB 3</b>          |      |
| Volume Total                      | 520         | 520         | 340         | 340         | 1810                 |      |
| Volume Left                       | 0           | 0           | 0           | 0           | 0                    |      |
| Volume Right                      | 0           | 0           | 0           | 0           | 1810                 |      |
| cSH                               | 1700        | 1700        | 1700        | 1700        | 1700                 |      |
| Volume to Capacity                | 0.31        | 0.31        | 0.20        | 0.20        | 1.06                 |      |
| Queue Length 95th (ft)            | 0           | 0           | 0           | 0           | 0                    |      |
| Control Delay (s)                 | 0.0         | 0.0         | 0.0         | 0.0         | 0.0                  |      |
| Lane LOS                          |             |             |             |             |                      |      |
| Approach Delay (s)                | 0.0         |             | 0.0         |             |                      |      |
| Approach LOS                      |             |             |             |             |                      |      |
| <b>Intersection Summary</b>       |             |             |             |             |                      |      |
| Average Delay                     |             |             | 0.0         |             |                      |      |
| Intersection Capacity Utilization |             |             | 115.4%      |             | ICU Level of Service | H    |
| Analysis Period (min)             |             |             | 15          |             |                      |      |

HCM Signalized Intersection Capacity Analysis  
103: Road A & Mountain House Parkway

2035 Plus Phase I  
PM Peak Hour

|                                   |    |  |  |    |  |  |  |    |  |  |    |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |  |   |  |   |  |   |  |  |   |  |
| Volume (vph)                      | 160   | 10  | 290   | 190   | 10  | 110   | 170  | 990   | 160   | 100   | 590   | 100   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 | 0.97  | 0.95  | 0.95  | 0.97  | 1.00  |   | 1.00   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |
| Frpb, ped/bikes                   | 1.00  | 0.97  | 0.97  | 1.00  | 0.97  |   | 1.00   | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 0.86  | 0.85  | 1.00  | 0.86  |   | 1.00   | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 3335  | 1440  | 1421  | 3335  | 1521  |   | 1719   | 3438  | 1460  | 1719  | 3438  | 1460  |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 3335  | 1440  | 1421  | 3335  | 1521  |   | 1719   | 3438  | 1460  | 1719  | 3438  | 1460  |
| Peak-hour factor, PHF             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)                   | 160   | 10  | 290   | 190   | 10  | 110   | 170  | 990   | 160   | 100   | 590   | 100   |
| RTOR Reduction (vph)              | 0   | 126   | 131   | 0   | 0   | 0   | 0  | 0   | 65  | 0   | 0   | 44  |
| Lane Group Flow (vph)             | 160   | 26  | 17  | 190   | 120   | 0   | 170  | 990   | 95  | 100   | 590   | 56  |
| Confl. Peds. (#/hr)               |   |   | 10  |   |   | 10  |  |   | 10  |   |   | 10  |
| Turn Type                         | Prot  |   | Perm  | Prot  |   |   | Prot   |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  | 7   | 4   |   | 3   | 8   |   | 5  | 2   |   | 1   | 6   |   |
| Permitted Phases                  |   |   | 4   |   |   |   |  |   | 2   |   |   | 6   |
| Actuated Green, G (s)             | 12.5  | 17.0  | 17.0  | 13.9  | 18.4  |   | 18.6   | 89.4  | 89.4  | 13.7  | 84.5  | 84.5  |
| Effective Green, g (s)            | 12.5  | 17.0  | 17.0  | 13.9  | 18.4  |   | 18.6   | 89.4  | 89.4  | 13.7  | 84.5  | 84.5  |
| Actuated g/C Ratio                | 0.08  | 0.11  | 0.11  | 0.09  | 0.12  |   | 0.12   | 0.60  | 0.60  | 0.09  | 0.56  | 0.56  |
| Clearance Time (s)                | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 278   | 163   | 161   | 309   | 187   |   | 213  | 2049  | 870   | 157   | 1937  | 822   |
| v/s Ratio Prot                    | 0.05  | 0.02  |   | c0.06   | c0.08   |   | c0.10  | c0.29   |   | 0.06  | 0.17  |   |
| v/s Ratio Perm                    |   |   | 0.01  |   |   |   |  |   | 0.07  |   |   | 0.04  |
| v/c Ratio                         | 0.58  | 0.16  | 0.10  | 0.61  | 0.64  |   | 0.80   | 0.48  | 0.11  | 0.64  | 0.30  | 0.07  |
| Uniform Delay, d1                 | 66.2  | 60.1  | 59.7  | 65.5  | 62.7  |   | 63.9   | 17.2  | 13.1  | 65.8  | 17.3  | 14.9  |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 0.91   | 0.80  | 1.40  | 1.22  | 0.48  | 0.46  |
| Incremental Delay, d2             | 2.9   | 0.5   | 0.3   | 3.6   | 7.3   |   | 15.2   | 0.7   | 0.2   | 8.0   | 0.4   | 0.2   |
| Delay (s)                         | 69.1  | 60.5  | 60.0  | 69.1  | 70.0  |   | 73.5   | 14.5  | 18.6  | 88.5  | 8.7   | 7.1   |
| Level of Service                  | E   | E   | E   | E   | E   |   | E  | B   | B   | F   | A   | A   |
| Approach Delay (s)                |   | 63.3  |   |   | 69.4  |   |  | 22.6  |   |   | 18.6  |   |
| Approach LOS                      |   | E   |   |   | E   |   |  | C   |   |   | B   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 33.0  |   |   | HCM Level of Service  |  |   | C   |   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.54  |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 150.0   |   |   | Sum of lost time (s)  |  |   | 8.0   |   |   |   |
| Intersection Capacity Utilization |   |   | 58.2%   |   |   | ICU Level of Service  |  |   | B   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
5: Old Schulte Road & Mountain House Parkway

2035 Plus Phase I  
PM Peak Hour



| Movement               | EBL  | EBT  | EBR  | WBL   | WBT   | WBR  | NBL  | NBT  | NBR  | SBL   | SBT   | SBR  |
|------------------------|------|------|------|-------|-------|------|------|------|------|-------|-------|------|
| Lane Configurations    |      |      |      |       |       |      |      |      |      |       |       |      |
| Volume (vph)           | 60   | 40   | 100  | 390   | 30    | 340  | 30   | 250  | 150  | 360   | 490   | 30   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   | 7.5  |
| Lane Util. Factor      | 1.00 | 0.95 | 1.00 | 0.97  | 1.00  |      | 1.00 | 0.95 | 1.00 | 0.97  | 0.95  | 1.00 |
| Frbp, ped/bikes        | 1.00 | 1.00 | 0.97 | 1.00  | 0.98  |      | 1.00 | 1.00 | 0.98 | 1.00  | 1.00  | 0.97 |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                    | 1.00 | 1.00 | 0.85 | 1.00  | 0.86  |      | 1.00 | 1.00 | 0.85 | 1.00  | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1641 | 3282 | 1421 | 3183  | 1462  |      | 1641 | 3282 | 1439 | 3183  | 3282  | 1419 |
| Flt Permitted          | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (perm)      | 1641 | 3282 | 1421 | 3183  | 1462  |      | 1641 | 3282 | 1439 | 3183  | 3282  | 1419 |
| Peak-hour factor, PHF  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 |
| Adj. Flow (vph)        | 63   | 42   | 105  | 411   | 32    | 358  | 32   | 263  | 158  | 379   | 516   | 32   |
| RTOR Reduction (vph)   | 0    | 0    | 90   | 0     | 269   | 0    | 0    | 0    | 127  | 0     | 0     | 21   |
| Lane Group Flow (vph)  | 63   | 42   | 15   | 411   | 121   | 0    | 32   | 263  | 31   | 379   | 516   | 11   |
| Confl. Peds. (#/hr)    |      |      | 10   |       |       | 10   |      |      | 10   |       |       | 10   |
| Heavy Vehicles (%)     | 10%  | 10%  | 10%  | 10%   | 10%   | 10%  | 10%  | 10%  | 10%  | 10%   | 10%   | 10%  |
| Turn Type              | Prot |      | Perm | Prot  |       |      | Prot |      | Perm | Prot  |       | Perm |
| Protected Phases       | 7    | 4    |      | 3     | 8     |      | 5    | 2    |      | 1     | 6     |      |
| Permitted Phases       |      |      | 4    |       |       |      |      |      | 2    |       |       | 6    |
| Actuated Green, G (s)  | 7.7  | 14.6 | 14.6 | 18.1  | 25.0  |      | 4.9  | 19.7 | 19.7 | 18.4  | 33.2  | 33.2 |
| Effective Green, g (s) | 7.7  | 14.6 | 14.6 | 18.1  | 25.0  |      | 4.9  | 19.7 | 19.7 | 18.4  | 33.2  | 33.2 |
| Actuated g/C Ratio     | 0.08 | 0.14 | 0.14 | 0.18  | 0.25  |      | 0.05 | 0.20 | 0.20 | 0.18  | 0.33  | 0.33 |
| Clearance Time (s)     | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   |      | 7.5  | 7.5  | 7.5  | 7.5   | 7.5   | 7.5  |
| Vehicle Extension (s)  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   |      | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 125  | 475  | 206  | 572   | 363   |      | 80   | 641  | 281  | 581   | 1081  | 467  |
| v/s Ratio Prot         | 0.04 | 0.01 |      | c0.13 | c0.08 |      | 0.02 | 0.08 |      | c0.12 | c0.16 |      |
| v/s Ratio Perm         |      |      | 0.01 |       |       |      |      |      | 0.02 |       |       | 0.01 |
| v/c Ratio              | 0.50 | 0.09 | 0.07 | 0.72  | 0.33  |      | 0.40 | 0.41 | 0.11 | 0.65  | 0.48  | 0.02 |
| Uniform Delay, d1      | 44.7 | 37.3 | 37.3 | 39.0  | 31.1  |      | 46.5 | 35.5 | 33.3 | 38.2  | 26.9  | 22.8 |
| Progression Factor     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |      | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Incremental Delay, d2  | 3.2  | 0.1  | 0.2  | 4.3   | 0.5   |      | 3.3  | 0.4  | 0.2  | 2.6   | 0.3   | 0.0  |
| Delay (s)              | 47.9 | 37.4 | 37.4 | 43.3  | 31.6  |      | 49.8 | 35.9 | 33.5 | 40.9  | 27.2  | 22.9 |
| Level of Service       | D    | D    | D    | D     | C     |      | D    | D    | C    | D     | C     | C    |
| Approach Delay (s)     |      | 40.6 |      |       | 37.6  |      |      | 36.0 |      |       | 32.7  |      |
| Approach LOS           |      | D    |      |       | D     |      |      | D    |      |       | C     |      |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 35.6  | HCM Level of Service | D    |
| HCM Volume to Capacity ratio      | 0.48  |                      |      |
| Actuated Cycle Length (s)         | 100.8 | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 81.2% | ICU Level of Service | D    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Unsignalized Intersection Capacity Analysis  
 6: Mountain House Parkway & I-580 WB On-Ramp

2035 Plus Phase I  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Right Turn Channelized            |      |      |       |      |                      | Yes  |      |      | Yes  |      |      |      |
| Volume (veh/h)                    | 30   | 500  | 0     | 0    | 610                  | 140  | 20   | 0    | 300  | 0    | 0    | 0    |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 32   | 526  | 0     | 0    | 642                  | 147  | 21   | 0    | 316  | 0    | 0    | 0    |
| Approach Volume (veh/h)           |      | 558  |       |      | 642                  |      |      | 21   |      |      |      | 0    |
| Crossing Volume (veh/h)           |      | 0    |       |      | 53                   |      |      | 558  |      |      |      | 663  |
| High Capacity (veh/h)             |      | 1385 |       |      | 1329                 |      |      | 891  |      |      |      | 819  |
| High v/c (veh/h)                  |      | 0.40 |       |      | 0.48                 |      |      | 0.02 |      |      |      | 0.00 |
| Low Capacity (veh/h)              |      | 1161 |       |      | 1111                 |      |      | 717  |      |      |      | 653  |
| Low v/c (veh/h)                   |      | 0.48 |       |      | 0.58                 |      |      | 0.03 |      |      |      | 0.00 |
| <b>Intersection Summary</b>       |      |      |       |      |                      |      |      |      |      |      |      |      |
| Maximum v/c High                  |      |      | 0.48  |      |                      |      |      |      |      |      |      |      |
| Maximum v/c Low                   |      |      | 0.58  |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 60.9% |      | ICU Level of Service |      |      |      |      | B    |      |      |



HCM Unsignalized Intersection Capacity Analysis  
 7: Mountain House Parkway & I-580 EB Off-Ramp

2035 Plus Phase I  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL  | WBT                  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|-----------------------------------|------|------|-------|------|----------------------|------|------|------|------|------|------|------|
| Right Turn Channelized            |      |      |       |      |                      |      |      |      |      |      |      | Yes  |
| Volume (veh/h)                    | 0    | 350  | 270   | 560  | 70                   | 0    | 0    | 0    | 0    | 180  | 0    | 100  |
| Peak Hour Factor                  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95                 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph)            | 0    | 368  | 284   | 589  | 74                   | 0    | 0    | 0    | 0    | 189  | 0    | 105  |
| Approach Volume (veh/h)           |      | 653  |       |      | 663                  |      |      | 0    |      |      |      | 189  |
| Crossing Volume (veh/h)           |      | 779  |       |      | 0                    |      |      | 558  |      |      |      | 663  |
| High Capacity (veh/h)             |      | 746  |       |      | 1385                 |      |      | 891  |      |      |      | 819  |
| High v/c (veh/h)                  |      | 0.88 |       |      | 0.48                 |      |      | 0.00 |      |      |      | 0.23 |
| Low Capacity (veh/h)              |      | 589  |       |      | 1161                 |      |      | 717  |      |      |      | 653  |
| Low v/c (veh/h)                   |      | 1.11 |       |      | 0.57                 |      |      | 0.00 |      |      |      | 0.29 |
| <b>Intersection Summary</b>       |      |      |       |      |                      |      |      |      |      |      |      |      |
| Maximum v/c High                  |      |      | 0.88  |      |                      |      |      |      |      |      |      |      |
| Maximum v/c Low                   |      |      | 1.11  |      |                      |      |      |      |      |      |      |      |
| Intersection Capacity Utilization |      |      | 89.8% |      | ICU Level of Service |      |      |      |      | E    |      |      |

# HCM Signalized Intersection Capacity Analysis

## 8: Capital Parks Drive & Hansen Road

2035 Plus Phase I  
PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|------|------|-------|------|------|------|
| Lane Configurations    |      |       |      |      |      |      |      |      |       |      |      |      |
| Volume (vph)           | 20   | 300   | 100  | 260  | 220  | 20   | 80   | 80   | 350   | 20   | 110  | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0   | 4.0  | 4.0  |      |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00 | 0.97 | 0.95 |      | 0.97 | 1.00 | 1.00  | 1.00 | 1.00 |      |
| Frpb, ped/bikes        | 1.00 | 1.00  | 0.99 | 1.00 | 1.00 |      | 1.00 | 1.00 | 0.99  | 1.00 | 1.00 |      |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |      |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00 | 0.99 |      | 1.00 | 1.00 | 0.85  | 1.00 | 0.99 |      |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95 | 1.00 |      | 0.95 | 1.00 | 1.00  | 0.95 | 1.00 |      |
| Satd. Flow (prot)      | 1719 | 1810  | 1515 | 3335 | 3388 |      | 3335 | 1810 | 1515  | 1719 | 1784 |      |
| Flt Permitted          | 0.60 | 1.00  | 1.00 | 0.57 | 1.00 |      | 0.75 | 1.00 | 1.00  | 0.75 | 1.00 |      |
| Satd. Flow (perm)      | 1077 | 1810  | 1515 | 1996 | 3388 |      | 2649 | 1810 | 1515  | 1366 | 1784 |      |
| Peak-hour factor, PHF  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)        | 21   | 316   | 105  | 274  | 232  | 21   | 84   | 84   | 368   | 21   | 116  | 11   |
| RTOR Reduction (vph)   | 0    | 0     | 0    | 0    | 12   | 0    | 0    | 0    | 0     | 0    | 8    | 0    |
| Lane Group Flow (vph)  | 21   | 316   | 105  | 274  | 241  | 0    | 84   | 84   | 368   | 21   | 119  | 0    |
| Confl. Peds. (#/hr)    |      |       | 10   |      |      | 10   |      |      | 10    |      |      | 10   |
| Turn Type              | Perm |       | Free | Perm |      |      | Perm |      | Free  | Perm |      |      |
| Protected Phases       |      | 4     |      |      | 8    |      |      | 2    |       |      | 6    |      |
| Permitted Phases       | 4    |       | Free | 8    |      |      | 2    |      | Free  | 6    |      |      |
| Actuated Green, G (s)  | 9.8  | 9.8   | 23.1 | 9.8  | 9.8  |      | 5.3  | 5.3  | 23.1  | 5.3  | 5.3  |      |
| Effective Green, g (s) | 9.8  | 9.8   | 23.1 | 9.8  | 9.8  |      | 5.3  | 5.3  | 23.1  | 5.3  | 5.3  |      |
| Actuated g/C Ratio     | 0.42 | 0.42  | 1.00 | 0.42 | 0.42 |      | 0.23 | 0.23 | 1.00  | 0.23 | 0.23 |      |
| Clearance Time (s)     | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0  | 4.0  |       | 4.0  | 4.0  |      |
| Vehicle Extension (s)  | 3.0  | 3.0   |      | 3.0  | 3.0  |      | 3.0  | 3.0  |       | 3.0  | 3.0  |      |
| Lane Grp Cap (vph)     | 457  | 768   | 1515 | 847  | 1437 |      | 608  | 415  | 1515  | 313  | 409  |      |
| v/s Ratio Prot         |      | c0.17 |      |      | 0.07 |      |      | 0.05 |       |      | 0.07 |      |
| v/s Ratio Perm         | 0.02 |       | 0.07 | 0.14 |      |      | 0.03 |      | c0.24 | 0.02 |      |      |
| v/c Ratio              | 0.05 | 0.41  | 0.07 | 0.32 | 0.17 |      | 0.14 | 0.20 | 0.24  | 0.07 | 0.29 |      |
| Uniform Delay, d1      | 3.9  | 4.6   | 0.0  | 4.4  | 4.1  |      | 7.1  | 7.2  | 0.0   | 7.0  | 7.3  |      |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 |      | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |      |
| Incremental Delay, d2  | 0.0  | 0.4   | 0.1  | 0.2  | 0.1  |      | 0.1  | 0.2  | 0.4   | 0.1  | 0.4  |      |
| Delay (s)              | 3.9  | 5.0   | 0.1  | 4.7  | 4.2  |      | 7.2  | 7.4  | 0.4   | 7.1  | 7.7  |      |
| Level of Service       | A    | A     | A    | A    | A    |      | A    | A    | A     | A    | A    |      |
| Approach Delay (s)     |      | 3.8   |      |      | 4.4  |      |      | 2.6  |       |      | 7.6  |      |
| Approach LOS           |      | A     |      |      | A    |      |      | A    |       |      | A    |      |

### Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 3.9   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.33  |                      |     |
| Actuated Cycle Length (s)         | 23.1  | Sum of lost time (s) | 4.0 |
| Intersection Capacity Utilization | 46.5% | ICU Level of Service | A   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
9: New Schulte Road & Hansen Road

2035 Plus Phase I  
PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL   | WBT   | WBR  | NBL   | NBT   | NBR  | SBL  | SBT  | SBR  |
|------------------------|------|-------|------|-------|-------|------|-------|-------|------|------|------|------|
| Lane Configurations    |      |       |      |       |       |      |       |       |      |      |      |      |
| Volume (vph)           | 50   | 370   | 70   | 110   | 210   | 20   | 120   | 410   | 430  | 60   | 330  | 10   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   |      | 4.0  | 4.0  |      |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 0.95  |      | 1.00 | 0.95 |      |
| Frpb, ped/bikes        | 1.00 | 1.00  | 0.98 | 1.00  | 1.00  | 0.98 | 1.00  | 0.98  |      | 1.00 | 1.00 |      |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |      | 1.00 | 1.00 |      |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00  | 1.00  | 0.85 | 1.00  | 0.92  |      | 1.00 | 1.00 |      |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00 |      |
| Satd. Flow (prot)      | 1719 | 1810  | 1505 | 1719  | 1810  | 1505 | 1719  | 3113  |      | 1719 | 3418 |      |
| Flt Permitted          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00  | 1.00 | 0.95  | 1.00  |      | 0.95 | 1.00 |      |
| Satd. Flow (perm)      | 1719 | 1810  | 1505 | 1719  | 1810  | 1505 | 1719  | 3113  |      | 1719 | 3418 |      |
| Peak-hour factor, PHF  | 0.95 | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph)        | 53   | 389   | 74   | 116   | 221   | 21   | 126   | 432   | 453  | 63   | 347  | 11   |
| RTOR Reduction (vph)   | 0    | 0     | 52   | 0     | 0     | 14   | 0     | 191   | 0    | 0    | 2    | 0    |
| Lane Group Flow (vph)  | 53   | 389   | 22   | 116   | 221   | 7    | 126   | 694   | 0    | 63   | 356  | 0    |
| Confl. Peds. (#/hr)    |      |       | 10   |       |       | 10   |       |       | 10   |      |      | 10   |
| Turn Type              | Prot |       | Perm | Prot  |       | Perm | Prot  |       |      | Prot |      |      |
| Protected Phases       | 7    | 4     |      | 3     | 8     |      | 5     | 2     |      | 1    | 6    |      |
| Permitted Phases       |      |       | 4    |       |       | 8    |       |       |      |      |      |      |
| Actuated Green, G (s)  | 4.7  | 22.4  | 22.4 | 7.4   | 25.1  | 25.1 | 7.5   | 22.9  |      | 6.4  | 21.8 |      |
| Effective Green, g (s) | 4.7  | 22.4  | 22.4 | 7.4   | 25.1  | 25.1 | 7.5   | 22.9  |      | 6.4  | 21.8 |      |
| Actuated g/C Ratio     | 0.06 | 0.30  | 0.30 | 0.10  | 0.33  | 0.33 | 0.10  | 0.30  |      | 0.09 | 0.29 |      |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   |      | 4.0  | 4.0  |      |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   |      | 3.0  | 3.0  |      |
| Lane Grp Cap (vph)     | 108  | 540   | 449  | 169   | 605   | 503  | 172   | 949   |      | 146  | 992  |      |
| v/s Ratio Prot         | 0.03 | c0.21 |      | c0.07 | c0.12 |      | c0.07 | c0.22 |      | 0.04 | 0.10 |      |
| v/s Ratio Perm         |      |       | 0.01 |       |       | 0.00 |       |       |      |      |      |      |
| v/c Ratio              | 0.49 | 0.72  | 0.05 | 0.69  | 0.37  | 0.01 | 0.73  | 0.73  |      | 0.43 | 0.36 |      |
| Uniform Delay, d1      | 34.0 | 23.6  | 18.8 | 32.7  | 19.0  | 16.7 | 32.8  | 23.3  |      | 32.6 | 21.1 |      |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |      | 1.00 | 1.00 |      |
| Incremental Delay, d2  | 3.5  | 4.7   | 0.0  | 11.0  | 0.4   | 0.0  | 14.9  | 2.9   |      | 2.0  | 0.2  |      |
| Delay (s)              | 37.5 | 28.3  | 18.8 | 43.7  | 19.3  | 16.7 | 47.7  | 26.3  |      | 34.7 | 21.3 |      |
| Level of Service       | D    | C     | B    | D     | B     | B    | D     | C     |      | C    | C    |      |
| Approach Delay (s)     |      | 27.9  |      |       | 27.1  |      |       | 28.9  |      |      | 23.3 |      |
| Approach LOS           |      | C     |      |       | C     |      |       | C     |      |      | C    |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 27.4  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.72  |                      |      |
| Actuated Cycle Length (s)         | 75.1  | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 68.1% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
10: Old Schulte Road & Hansen Road

2035 Plus Phase I  
PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|------|-------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations    |      |       |      |      |      |      |      |      |      |       |      |      |
| Volume (vph)           | 70   | 480   | 170  | 50   | 330  | 70   | 180  | 560  | 80   | 250   | 580  | 220  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      |
| Lane Util. Factor      | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 0.95 |      | 1.00  | 0.95 |      |
| Frpb, ped/bikes        | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 0.99 |      |
| Flpb, ped/bikes        | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Frt                    | 1.00 | 0.96  |      | 1.00 | 0.97 |      | 1.00 | 0.98 |      | 1.00  | 0.96 |      |
| Flt Protected          | 0.95 | 1.00  |      | 0.95 | 1.00 |      | 0.95 | 1.00 |      | 0.95  | 1.00 |      |
| Satd. Flow (prot)      | 1719 | 1731  |      | 1719 | 1757 |      | 1719 | 3361 |      | 1719  | 3269 |      |
| Flt Permitted          | 0.36 | 1.00  |      | 0.11 | 1.00 |      | 0.25 | 1.00 |      | 0.33  | 1.00 |      |
| Satd. Flow (perm)      | 645  | 1731  |      | 197  | 1757 |      | 454  | 3361 |      | 599   | 3269 |      |
| Peak-hour factor, PHF  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 |
| Adj. Flow (vph)        | 74   | 505   | 179  | 53   | 347  | 74   | 189  | 589  | 84   | 263   | 611  | 232  |
| RTOR Reduction (vph)   | 0    | 13    | 0    | 0    | 8    | 0    | 0    | 12   | 0    | 0     | 42   | 0    |
| Lane Group Flow (vph)  | 74   | 671   | 0    | 53   | 413  | 0    | 189  | 661  | 0    | 263   | 801  | 0    |
| Confl. Peds. (#/hr)    |      |       | 5    |      |      | 5    |      |      | 5    |       |      | 5    |
| Turn Type              | Perm |       |      | Perm |      |      | Perm |      |      | Perm  |      |      |
| Protected Phases       |      | 4     |      |      | 8    |      |      | 2    |      |       | 6    |      |
| Permitted Phases       | 4    |       |      | 8    |      |      | 2    |      |      | 6     |      |      |
| Actuated Green, G (s)  | 36.8 | 36.8  |      | 36.8 | 36.8 |      | 42.5 | 42.5 |      | 42.5  | 42.5 |      |
| Effective Green, g (s) | 36.8 | 36.8  |      | 36.8 | 36.8 |      | 42.5 | 42.5 |      | 42.5  | 42.5 |      |
| Actuated g/C Ratio     | 0.42 | 0.42  |      | 0.42 | 0.42 |      | 0.49 | 0.49 |      | 0.49  | 0.49 |      |
| Clearance Time (s)     | 4.0  | 4.0   |      | 4.0  | 4.0  |      | 4.0  | 4.0  |      | 4.0   | 4.0  |      |
| Vehicle Extension (s)  | 3.0  | 3.0   |      | 3.0  | 3.0  |      | 3.0  | 3.0  |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     | 272  | 730   |      | 83   | 741  |      | 221  | 1636 |      | 292   | 1591 |      |
| v/s Ratio Prot         |      | c0.39 |      |      | 0.24 |      |      | 0.20 |      |       | 0.25 |      |
| v/s Ratio Perm         | 0.11 |       |      | 0.27 |      |      | 0.42 |      |      | c0.44 |      |      |
| v/c Ratio              | 0.27 | 0.92  |      | 0.64 | 0.56 |      | 0.86 | 0.40 |      | 0.90  | 0.50 |      |
| Uniform Delay, d1      | 16.5 | 23.8  |      | 20.0 | 19.1 |      | 19.7 | 14.3 |      | 20.5  | 15.2 |      |
| Progression Factor     | 1.00 | 1.00  |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00  | 1.00 |      |
| Incremental Delay, d2  | 0.5  | 16.5  |      | 15.0 | 0.9  |      | 26.1 | 0.2  |      | 28.6  | 0.3  |      |
| Delay (s)              | 17.0 | 40.3  |      | 35.0 | 20.0 |      | 45.8 | 14.5 |      | 49.1  | 15.5 |      |
| Level of Service       | B    | D     |      | C    | C    |      | D    | B    |      | D     | B    |      |
| Approach Delay (s)     |      | 38.0  |      |      | 21.7 |      |      | 21.3 |      |       | 23.5 |      |
| Approach LOS           |      | D     |      |      | C    |      |      | C    |      |       | C    |      |

Intersection Summary

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 26.1  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.91  |                      |     |
| Actuated Cycle Length (s)         | 87.3  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 85.6% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 11: Capital Parks Drive & Pavillion Parkway

2035 Plus Phase I  
 PM Peak Hour

| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|------|------|------|-------|------|------|
| Lane Configurations    |       |      |      |      |      |      |      |      |      |       |      |      |
| Volume (vph)           | 660   | 220  | 230  | 160  | 120  | 250  | 130  | 470  | 60   | 300   | 190  | 510  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |      | 4.0   | 4.0  | 4.0  |
| Lane Util. Factor      | 0.94  | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 |      | 1.00  | 1.00 | 1.00 |
| Frpb, ped/bikes        | 1.00  | 1.00 | 0.97 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 |      | 1.00  | 1.00 | 0.99 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      | 1.00  | 1.00 | 1.00 |
| Frt                    | 1.00  | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 |      | 1.00  | 1.00 | 0.85 |
| Flt Protected          | 0.95  | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |      | 0.95  | 1.00 | 1.00 |
| Satd. Flow (prot)      | 4848  | 3438 | 1489 | 1719 | 3438 | 1509 | 1719 | 1775 |      | 1719  | 1810 | 1515 |
| Flt Permitted          | 0.68  | 1.00 | 1.00 | 0.61 | 1.00 | 1.00 | 0.64 | 1.00 |      | 0.37  | 1.00 | 1.00 |
| Satd. Flow (perm)      | 3450  | 3438 | 1489 | 1112 | 3438 | 1509 | 1154 | 1775 |      | 661   | 1810 | 1515 |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Adj. Flow (vph)        | 660   | 220  | 230  | 160  | 120  | 250  | 130  | 470  | 60   | 300   | 190  | 510  |
| RTOR Reduction (vph)   | 0     | 0    | 158  | 0    | 0    | 172  | 0    | 6    | 0    | 0     | 0    | 0    |
| Lane Group Flow (vph)  | 660   | 220  | 72   | 160  | 120  | 78   | 130  | 524  | 0    | 300   | 190  | 510  |
| Confl. Peds. (#/hr)    |       |      | 10   |      |      | 10   |      |      | 10   |       |      | 10   |
| Turn Type              | Perm  |      | Perm | Perm |      | Perm | Perm |      |      | Perm  |      | Free |
| Protected Phases       |       | 4    |      |      | 8    |      |      | 2    |      |       | 6    |      |
| Permitted Phases       | 4     |      | 4    | 8    |      | 8    | 2    |      |      | 6     |      | Free |
| Actuated Green, G (s)  | 18.3  | 18.3 | 18.3 | 18.3 | 18.3 | 18.3 | 32.0 | 32.0 |      | 32.0  | 32.0 | 58.3 |
| Effective Green, g (s) | 18.3  | 18.3 | 18.3 | 18.3 | 18.3 | 18.3 | 32.0 | 32.0 |      | 32.0  | 32.0 | 58.3 |
| Actuated g/C Ratio     | 0.31  | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.55 | 0.55 |      | 0.55  | 0.55 | 1.00 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  |      | 4.0   | 4.0  |      |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     | 1083  | 1079 | 467  | 349  | 1079 | 474  | 633  | 974  |      | 363   | 993  | 1515 |
| v/s Ratio Prot         |       | 0.06 |      |      | 0.03 |      |      | 0.30 |      |       | 0.10 |      |
| v/s Ratio Perm         | c0.19 |      | 0.05 | 0.14 |      | 0.05 | 0.11 |      |      | c0.45 |      | 0.34 |
| v/c Ratio              | 0.61  | 0.20 | 0.15 | 0.46 | 0.11 | 0.17 | 0.21 | 0.54 |      | 0.83  | 0.19 | 0.34 |
| Uniform Delay, d1      | 17.0  | 14.7 | 14.4 | 16.0 | 14.2 | 14.5 | 6.7  | 8.4  |      | 10.9  | 6.6  | 0.0  |
| Progression Factor     | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |      | 1.00  | 1.00 | 1.00 |
| Incremental Delay, d2  | 1.0   | 0.1  | 0.2  | 1.0  | 0.0  | 0.2  | 0.2  | 0.6  |      | 14.2  | 0.1  | 0.6  |
| Delay (s)              | 17.9  | 14.8 | 14.6 | 17.0 | 14.3 | 14.6 | 6.8  | 9.0  |      | 25.1  | 6.7  | 0.6  |
| Level of Service       | B     | B    | B    | B    | B    | B    | A    | A    |      | C     | A    | A    |
| Approach Delay (s)     |       | 16.6 |      |      | 15.3 |      |      | 8.6  |      |       | 9.1  |      |
| Approach LOS           |       | B    |      |      | B    |      |      | A    |      |       | A    |      |























**Intersection Summary**

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 12.5  | HCM Level of Service | B   |
| HCM Volume to Capacity ratio      | 0.75  |                      |     |
| Actuated Cycle Length (s)         | 58.3  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 79.1% | ICU Level of Service | D   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 12: New Schulte Road & Pavillion Parkway

2035 Plus Phase I  
 PM Peak Hour

|                        |  |  |  |  |  |  |   |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |   |  |  |  |  |  |   |  |  |  |
| Volume (vph)           | 240   | 800   | 100   | 50  | 260   | 150   | 10  | 220   | 50  | 200   | 230   | 100   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 1.00  | 0.95  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Frbp, ped/bikes        | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.97  | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.97  |
| Flpb, ped/bikes        | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Frt                    | 1.00  | 0.98  |   | 1.00  | 1.00  | 0.85  | 1.00  | 0.97  |   | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 1719  | 3370  |   | 1719  | 1810  | 1493  | 1719  | 1754  |   | 1719  | 1810  | 1495  |
| Flt Permitted          | 0.59  | 1.00  |   | 0.23  | 1.00  | 1.00  | 0.61  | 1.00  |   | 0.55  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 1067  | 3370  |   | 411   | 1810  | 1493  | 1101  | 1754  |   | 999   | 1810  | 1495  |
| Peak-hour factor, PHF  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)        | 253   | 842   | 105   | 53  | 274   | 158   | 11  | 232   | 53  | 211   | 242   | 105   |
| RTOR Reduction (vph)   | 0   | 17  | 0   | 0   | 0   | 89  | 0   | 17  | 0   | 0   | 0   | 67  |
| Lane Group Flow (vph)  | 253   | 930   | 0   | 53  | 274   | 69  | 11  | 268   | 0   | 211   | 242   | 38  |
| Confl. Peds. (#/hr)    |   |   | 10  |   |   | 10  |   |   | 10  |   |   | 10  |
| Turn Type              | Perm  |   |   | Perm  |   | Perm  | Perm  |   |   | Perm  |   | Perm  |
| Protected Phases       |   | 4   |   |   | 8   |   |   | 2   |   |   | 6   |   |
| Permitted Phases       | 4   |   |   | 8   |   | 8   | 2   |   |   | 6   |   | 6   |
| Actuated Green, G (s)  | 17.6  | 17.6  |   | 17.6  | 17.6  | 17.6  | 14.5  | 14.5  |   | 14.5  | 14.5  | 14.5  |
| Effective Green, g (s) | 17.6  | 17.6  |   | 17.6  | 17.6  | 17.6  | 14.5  | 14.5  |   | 14.5  | 14.5  | 14.5  |
| Actuated g/C Ratio     | 0.44  | 0.44  |   | 0.44  | 0.44  | 0.44  | 0.36  | 0.36  |   | 0.36  | 0.36  | 0.36  |
| Clearance Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 468   | 1479  |   | 180   | 794   | 655   | 398   | 634   |   | 361   | 654   | 541   |
| v/s Ratio Prot         |   | c0.28   |   |   | 0.15  |   |   | 0.15  |   |   | 0.13  |   |
| v/s Ratio Perm         | 0.24  |   |   | 0.13  |   | 0.05  | 0.01  |   |   | c0.21   |   | 0.03  |
| v/c Ratio              | 0.54  | 0.63  |   | 0.29  | 0.35  | 0.11  | 0.03  | 0.42  |   | 0.58  | 0.37  | 0.07  |
| Uniform Delay, d1      | 8.3   | 8.7   |   | 7.2   | 7.4   | 6.6   | 8.3   | 9.6   |   | 10.4  | 9.4   | 8.4   |
| Progression Factor     | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 1.3   | 0.8   |   | 0.9   | 0.3   | 0.1   | 0.0   | 0.5   |   | 2.4   | 0.4   | 0.1   |
| Delay (s)              | 9.6   | 9.6   |   | 8.2   | 7.7   | 6.7   | 8.3   | 10.1  |   | 12.8  | 9.8   | 8.4   |
| Level of Service       | A   | A   |   | A   | A   | A   | A   | B   |   | B   | A   | A   |
| Approach Delay (s)     |   | 9.6   |   |   | 7.4   |   |   | 10.0  |   |   | 10.7  |   |
| Approach LOS           |   | A   |   |   | A   |   |   | B   |   |   | B   |   |

**Intersection Summary**

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 9.5   | HCM Level of Service | A   |
| HCM Volume to Capacity ratio      | 0.61  |                      |     |
| Actuated Cycle Length (s)         | 40.1  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 69.4% | ICU Level of Service | C   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 13: Old Schulte Road & Pavillion Parkway

2035 Plus Phase I  
 PM Peak Hour



| Movement               | EBL   | EBT   | EBR  | WBL   | WBT  | WBR  | NBL   | NBT  | NBR  | SBL   | SBT   | SBR  |
|------------------------|-------|-------|------|-------|------|------|-------|------|------|-------|-------|------|
| Lane Configurations    |       |       |      |       |      |      |       |      |      |       |       |      |
| Volume (vph)           | 90    | 710   | 20   | 10    | 440  | 10   | 10    | 110  | 10   | 10    | 340   | 30   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  |      | 4.0   | 4.0   |      |
| Lane Util. Factor      | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |      | 1.00  | 1.00  |      |
| Frbp, ped/bikes        | 1.00  | 1.00  | 0.97 | 1.00  | 1.00 | 0.97 | 1.00  | 1.00 |      | 1.00  | 1.00  |      |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |      | 1.00  | 1.00  |      |
| Frt                    | 1.00  | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 | 1.00  | 0.99 |      | 1.00  | 0.99  |      |
| Flt Protected          | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |      | 0.95  | 1.00  |      |
| Satd. Flow (prot)      | 1719  | 1810  | 1490 | 1719  | 1810 | 1490 | 1719  | 1782 |      | 1719  | 1783  |      |
| Flt Permitted          | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95  | 1.00 |      | 0.95  | 1.00  |      |
| Satd. Flow (perm)      | 1719  | 1810  | 1490 | 1719  | 1810 | 1490 | 1719  | 1782 |      | 1719  | 1783  |      |
| Peak-hour factor, PHF  | 0.95  | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95 | 0.95 | 0.95  | 0.95  | 0.95 |
| Adj. Flow (vph)        | 95    | 747   | 21   | 11    | 463  | 11   | 11    | 116  | 11   | 11    | 358   | 32   |
| RTOR Reduction (vph)   | 0     | 0     | 9    | 0     | 0    | 7    | 0     | 3    | 0    | 0     | 3     | 0    |
| Lane Group Flow (vph)  | 95    | 747   | 12   | 11    | 463  | 4    | 11    | 124  | 0    | 11    | 387   | 0    |
| Confl. Peds. (#/hr)    |       |       | 5    |       |      | 5    |       |      | 5    |       |       | 5    |
| Turn Type              | Prot  |       | Perm | Prot  |      | Perm | Prot  |      |      | Prot  |       |      |
| Protected Phases       | 7     | 4     |      | 3     | 8    |      | 5     | 2    |      | 1     | 6     |      |
| Permitted Phases       |       |       | 4    |       |      | 8    |       |      |      |       |       |      |
| Actuated Green, G (s)  | 8.0   | 37.6  | 37.6 | 0.5   | 30.1 | 30.1 | 0.5   | 22.5 |      | 0.5   | 22.5  |      |
| Effective Green, g (s) | 8.0   | 37.6  | 37.6 | 0.5   | 30.1 | 30.1 | 0.5   | 22.5 |      | 0.5   | 22.5  |      |
| Actuated g/C Ratio     | 0.10  | 0.49  | 0.49 | 0.01  | 0.39 | 0.39 | 0.01  | 0.29 |      | 0.01  | 0.29  |      |
| Clearance Time (s)     | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0   | 4.0  |      | 4.0   | 4.0   |      |
| Vehicle Extension (s)  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0   | 3.0  |      | 3.0   | 3.0   |      |
| Lane Grp Cap (vph)     | 178   | 883   | 727  | 11    | 707  | 582  | 11    | 520  |      | 11    | 520   |      |
| v/s Ratio Prot         | c0.06 | c0.41 |      | 0.01  | 0.26 |      | c0.01 | 0.07 |      | 0.01  | c0.22 |      |
| v/s Ratio Perm         |       |       | 0.01 |       |      | 0.00 |       |      |      |       |       |      |
| v/c Ratio              | 0.53  | 0.85  | 0.02 | 1.00  | 0.65 | 0.01 | 1.00  | 0.24 |      | 1.00  | 0.74  |      |
| Uniform Delay, d1      | 32.8  | 17.2  | 10.2 | 38.3  | 19.2 | 14.4 | 38.3  | 20.8 |      | 38.3  | 24.7  |      |
| Progression Factor     | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00 |      | 1.00  | 1.00  |      |
| Incremental Delay, d2  | 3.1   | 7.5   | 0.0  | 271.4 | 2.2  | 0.0  | 271.4 | 0.2  |      | 271.4 | 5.7   |      |
| Delay (s)              | 35.8  | 24.7  | 10.2 | 309.7 | 21.4 | 14.4 | 309.7 | 21.0 |      | 309.7 | 30.4  |      |
| Level of Service       | D     | C     | B    | F     | C    | B    | F     | C    |      | F     | C     |      |
| Approach Delay (s)     |       | 25.6  |      |       | 27.8 |      |       | 44.0 |      |       | 38.1  |      |
| Approach LOS           |       | C     |      |       | C    |      |       | D    |      |       | D     |      |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 30.2  | HCM Level of Service C    |
| HCM Volume to Capacity ratio      | 0.82  |                           |
| Actuated Cycle Length (s)         | 77.1  | Sum of lost time (s) 16.0 |
| Intersection Capacity Utilization | 70.5% | ICU Level of Service C    |
| Analysis Period (min)             | 15    |                           |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 14: I-205 WB Ramps & Lammers Extension

2035 Plus Phase I  
 PM Peak Hour



| Movement                  | EBL  | EBT  | EBR  | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL  | SBT  | SBR  |
|---------------------------|------|------|------|-------|-------|-------|------|-------|-------|------|------|------|
| Lane Configurations       |      |      |      | ↖ ↗   | ↖     | ↗     |      | ↕     | ↖ ↗   |      | ↕    | ↖    |
| Volume (vph)              | 0    | 0    | 0    | 2040  | 0     | 850   | 0    | 2080  | 740   | 0    | 2660 | 190  |
| Ideal Flow (vphpl)        | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900  | 1900  | 1900 | 1900 | 1900 |
| Total Lost time (s)       |      |      |      | 4.0   | 4.0   | 4.0   |      | 4.0   | 4.0   |      | 4.0  | 4.0  |
| Lane Util. Factor         |      |      |      | 0.91  | 0.91  | 1.00  |      | 0.95  | 0.88  |      | 0.91 | 1.00 |
| Frbp, ped/bikes           |      |      |      | 1.00  | 1.00  | 0.99  |      | 1.00  | 0.97  |      | 1.00 | 0.93 |
| Flpb, ped/bikes           |      |      |      | 1.00  | 1.00  | 1.00  |      | 1.00  | 1.00  |      | 1.00 | 1.00 |
| Fr <sub>t</sub>           |      |      |      | 1.00  | 1.00  | 0.85  |      | 1.00  | 0.85  |      | 1.00 | 0.85 |
| Fl <sub>t</sub> Protected |      |      |      | 0.95  | 0.95  | 1.00  |      | 1.00  | 1.00  |      | 1.00 | 1.00 |
| Satd. Flow (prot)         |      |      |      | 3129  | 1564  | 1515  |      | 3438  | 2631  |      | 4940 | 1427 |
| Fl <sub>t</sub> Permitted |      |      |      | 0.95  | 0.95  | 1.00  |      | 1.00  | 1.00  |      | 1.00 | 1.00 |
| Satd. Flow (perm)         |      |      |      | 3129  | 1564  | 1515  |      | 3438  | 2631  |      | 4940 | 1427 |
| Peak-hour factor, PHF     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 |
| Adj. Flow (vph)           | 0    | 0    | 0    | 2040  | 0     | 850   | 0    | 2080  | 740   | 0    | 2660 | 190  |
| RTOR Reduction (vph)      | 0    | 0    | 0    | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0    | 42   |
| Lane Group Flow (vph)     | 0    | 0    | 0    | 1367  | 673   | 850   | 0    | 2080  | 740   | 0    | 2660 | 148  |
| Confl. Peds. (#/hr)       |      |      | 10   |       |       | 10    |      |       | 10    |      |      | 10   |
| Turn Type                 |      |      |      | Split |       | Free  |      | pm+ov |       |      |      | Perm |
| Protected Phases          |      |      |      | 8     | 8     |       |      | 2     | 8     |      | 6    |      |
| Permitted Phases          |      |      |      |       |       | Free  |      |       | 2     |      |      | 6    |
| Actuated Green, G (s)     |      |      |      | 56.0  | 56.0  | 150.0 |      | 86.0  | 142.0 |      | 86.0 | 86.0 |
| Effective Green, g (s)    |      |      |      | 56.0  | 56.0  | 150.0 |      | 86.0  | 142.0 |      | 86.0 | 86.0 |
| Actuated g/C Ratio        |      |      |      | 0.37  | 0.37  | 1.00  |      | 0.57  | 0.95  |      | 0.57 | 0.57 |
| Clearance Time (s)        |      |      |      | 4.0   | 4.0   |       |      | 4.0   | 4.0   |      | 4.0  | 4.0  |
| Vehicle Extension (s)     |      |      |      | 3.0   | 3.0   |       |      | 3.0   | 3.0   |      | 3.0  | 3.0  |
| Lane Grp Cap (vph)        |      |      |      | 1168  | 584   | 1515  |      | 1971  | 2631  |      | 2832 | 818  |
| v/s Ratio Prot            |      |      |      | c0.44 | 0.43  |       |      | c0.60 | 0.10  |      | 0.54 |      |
| v/s Ratio Perm            |      |      |      |       |       | 0.56  |      |       | 0.18  |      |      | 0.10 |
| v/c Ratio                 |      |      |      | 1.17  | 1.15  | 0.56  |      | 1.06  | 0.28  |      | 0.94 | 0.18 |
| Uniform Delay, d1         |      |      |      | 47.0  | 47.0  | 0.0   |      | 32.0  | 0.3   |      | 29.6 | 15.2 |
| Progression Factor        |      |      |      | 1.00  | 1.00  | 1.00  |      | 0.66  | 0.94  |      | 1.00 | 1.00 |
| Incremental Delay, d2     |      |      |      | 86.1  | 87.0  | 1.5   |      | 36.3  | 0.1   |      | 7.7  | 0.5  |
| Delay (s)                 |      |      |      | 133.1 | 134.0 | 1.5   |      | 57.5  | 0.3   |      | 37.3 | 15.7 |
| Level of Service          |      |      |      | F     | F     | A     |      | E     | A     |      | D    | B    |
| Approach Delay (s)        |      | 0.0  |      |       | 94.6  |       |      | 42.5  |       |      | 35.8 |      |
| Approach LOS              |      | A    |      |       | F     |       |      | D     |       |      | D    |      |

**Intersection Summary**

|                                   |        |                      |     |
|-----------------------------------|--------|----------------------|-----|
| HCM Average Control Delay         | 57.9   | HCM Level of Service | E   |
| HCM Volume to Capacity ratio      | 1.10   |                      |     |
| Actuated Cycle Length (s)         | 150.0  | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 109.6% | ICU Level of Service | H   |
| Analysis Period (min)             | 15     |                      |     |

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 15: I-205 EB Ramps & Lammers Extension

2035 Plus Phase I  
 PM Peak Hour



| Movement               | EBL   | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT   | NBR   | SBL  | SBT   | SBR   |
|------------------------|-------|------|-------|------|------|------|------|-------|-------|------|-------|-------|
| Lane Configurations    |       | ↕    | ↗     |      |      |      |      | ↑↑↑   | ↗↘    |      | ↑↑↑   | ↗     |
| Volume (vph)           | 100   | 0    | 930   | 0    | 0    | 0    | 0    | 1990  | 1540  | 0    | 3130  | 980   |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900  |
| Total Lost time (s)    |       | 4.0  | 4.0   |      |      |      |      | 4.0   | 4.0   |      | 4.0   | 4.0   |
| Lane Util. Factor      |       | 1.00 | 1.00  |      |      |      |      | 0.91  | 0.88  |      | 0.91  | 1.00  |
| Frbp, ped/bikes        |       | 1.00 | 1.00  |      |      |      |      | 1.00  | 0.93  |      | 1.00  | 0.95  |
| Flpb, ped/bikes        |       | 1.00 | 1.00  |      |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00  |
| Frt                    |       | 1.00 | 0.85  |      |      |      |      | 1.00  | 0.85  |      | 1.00  | 0.85  |
| Flt Protected          |       | 0.95 | 1.00  |      |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00  |
| Satd. Flow (prot)      |       | 1719 | 1538  |      |      |      |      | 4940  | 2511  |      | 4940  | 1460  |
| Flt Permitted          |       | 0.95 | 1.00  |      |      |      |      | 1.00  | 1.00  |      | 1.00  | 1.00  |
| Satd. Flow (perm)      |       | 1719 | 1538  |      |      |      |      | 4940  | 2511  |      | 4940  | 1460  |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00  |
| Adj. Flow (vph)        | 100   | 0    | 930   | 0    | 0    | 0    | 0    | 1990  | 1540  | 0    | 3130  | 980   |
| RTOR Reduction (vph)   | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0     | 226   | 0    | 0     | 144   |
| Lane Group Flow (vph)  | 0     | 100  | 930   | 0    | 0    | 0    | 0    | 1990  | 1314  | 0    | 3130  | 836   |
| Confl. Peds. (#/hr)    |       |      |       |      |      |      |      |       | 10    |      |       | 10    |
| Turn Type              | Split |      | Free  |      |      |      |      |       | Perm  |      |       | Perm  |
| Protected Phases       | 4     | 4    |       |      |      |      |      | 2     |       |      | 6     |       |
| Permitted Phases       |       |      | Free  |      |      |      |      |       | 2     |      |       | 6     |
| Actuated Green, G (s)  |       | 14.0 | 150.0 |      |      |      |      | 128.0 | 128.0 |      | 128.0 | 128.0 |
| Effective Green, g (s) |       | 14.0 | 150.0 |      |      |      |      | 128.0 | 128.0 |      | 128.0 | 128.0 |
| Actuated g/C Ratio     |       | 0.09 | 1.00  |      |      |      |      | 0.85  | 0.85  |      | 0.85  | 0.85  |
| Clearance Time (s)     |       | 4.0  |       |      |      |      |      | 4.0   | 4.0   |      | 4.0   | 4.0   |
| Vehicle Extension (s)  |       | 3.0  |       |      |      |      |      | 3.0   | 3.0   |      | 3.0   | 3.0   |
| Lane Grp Cap (vph)     |       | 160  | 1538  |      |      |      |      | 4215  | 2143  |      | 4215  | 1246  |
| v/s Ratio Prot         |       | 0.06 |       |      |      |      |      | 0.40  |       |      | c0.63 |       |
| v/s Ratio Perm         |       |      | c0.60 |      |      |      |      |       | 0.52  |      |       | 0.57  |
| v/c Ratio              |       | 0.62 | 0.60  |      |      |      |      | 0.47  | 0.61  |      | 0.74  | 0.67  |
| Uniform Delay, d1      |       | 65.5 | 0.0   |      |      |      |      | 2.7   | 3.4   |      | 4.4   | 3.8   |
| Progression Factor     |       | 1.00 | 1.00  |      |      |      |      | 0.39  | 28.47 |      | 0.91  | 0.99  |
| Incremental Delay, d2  |       | 7.4  | 1.8   |      |      |      |      | 0.3   | 1.1   |      | 0.1   | 0.3   |
| Delay (s)              |       | 72.9 | 1.8   |      |      |      |      | 1.4   | 97.4  |      | 4.1   | 4.0   |
| Level of Service       |       | E    | A     |      |      |      |      | A     | F     |      | A     | A     |
| Approach Delay (s)     |       | 8.7  |       |      | 0.0  |      |      | 43.3  |       |      | 4.1   |       |
| Approach LOS           |       | A    |       |      | A    |      |      | D     |       |      | A     |       |

























**Intersection Summary**

|                                   |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 20.6  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.73  |                      |     |
| Actuated Cycle Length (s)         | 150.0 | Sum of lost time (s) | 4.0 |
| Intersection Capacity Utilization | 72.7% | ICU Level of Service | C   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 16: Commerce Way & Lammers Extension

2035 Plus Phase I  
 PM Peak Hour




































|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)           | 870   | 140   | 210   | 30  | 90  | 750   | 100  | 1600  | 30  | 590   | 2180  | 690   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.94  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.97   | 0.86  | 1.00  | 0.97  | 0.91  | 0.88  |
| Frpb, ped/bikes        | 1.00  | 1.00  | 0.99  | 1.00  | 1.00  | 0.99  | 1.00   | 1.00  | 0.98  | 1.00  | 1.00  | 0.99  |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00   | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 4848  | 1810  | 1515  | 1719  | 1810  | 1515  | 3335   | 6225  | 1509  | 3335  | 4940  | 2667  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 4848  | 1810  | 1515  | 1719  | 1810  | 1515  | 3335   | 6225  | 1509  | 3335  | 4940  | 2667  |
| Peak-hour factor, PHF  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)        | 870   | 140   | 210   | 30  | 90  | 750   | 100  | 1600  | 30  | 590   | 2180  | 690   |
| RTOR Reduction (vph)   | 0   | 0   | 0   | 0   | 0   | 0   | 0  | 0   | 13  | 0   | 0   | 0   |
| Lane Group Flow (vph)  | 870   | 140   | 210   | 30  | 90  | 750   | 100  | 1600  | 17  | 590   | 2180  | 690   |
| Confl. Peds. (#/hr)    |   |   | 10  |   |   | 10  |  |   | 10  |   |   | 10  |
| Turn Type              | Split   |   | Free  | Split   |   | Free  | Prot   |   | pm+ov   | Prot  |   | Free  |
| Protected Phases       | 4   | 4   |   | 8   | 8   |   | 5  | 2   | 8   | 1   | 6   |   |
| Permitted Phases       |   |   | Free  |   |   | Free  |  |   | 2   |   |   | Free  |
| Actuated Green, G (s)  | 33.8  | 33.8  | 150.0   | 16.7  | 16.7  | 150.0   | 4.0  | 59.5  | 76.2  | 24.0  | 79.5  | 150.0   |
| Effective Green, g (s) | 33.8  | 33.8  | 150.0   | 16.7  | 16.7  | 150.0   | 4.0  | 59.5  | 76.2  | 24.0  | 79.5  | 150.0   |
| Actuated g/C Ratio     | 0.23  | 0.23  | 1.00  | 0.11  | 0.11  | 1.00  | 0.03   | 0.40  | 0.51  | 0.16  | 0.53  | 1.00  |
| Clearance Time (s)     | 4.0   | 4.0   |   | 4.0   | 4.0   |   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   |   |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   |   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   |   |
| Lane Grp Cap (vph)     | 1092  | 408   | 1515  | 191   | 202   | 1515  | 89   | 2469  | 767   | 534   | 2618  | 2667  |
| v/s Ratio Prot         | c0.18   | 0.08  |   | 0.02  | 0.05  |   | 0.03   | 0.26  | 0.00  | c0.18   | c0.44   |   |
| v/s Ratio Perm         |   |   | 0.14  |   |   | c0.50   |  |   | 0.01  |   |   | 0.26  |
| v/c Ratio              | 0.80  | 0.34  | 0.14  | 0.16  | 0.45  | 0.50  | 1.12   | 0.65  | 0.02  | 1.10  | 0.83  | 0.26  |
| Uniform Delay, d1      | 54.9  | 48.8  | 0.0   | 60.3  | 62.3  | 0.0   | 73.0   | 36.7  | 18.4  | 63.0  | 29.7  | 0.0   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.83   | 1.00  | 0.85  | 1.11  | 0.83  | 1.00  |
| Incremental Delay, d2  | 4.1   | 0.5   | 0.2   | 0.4   | 1.6   | 1.2   | 115.7  | 0.9   | 0.0   | 65.0  | 2.3   | 0.2   |
| Delay (s)              | 59.0  | 49.3  | 0.2   | 60.7  | 63.9  | 1.2   | 176.6  | 37.8  | 15.6  | 135.0   | 27.0  | 0.2   |
| Level of Service       | E   | D   | A   | E   | E   | A   | F  | D   | B   | F   | C   | A   |
| Approach Delay (s)     |   | 47.7  |   |   | 9.7   |   |  | 45.5  |   |   | 40.0  |   |
| Approach LOS           |   | D   |   |   | A   |   |  | D   |   |   | D   |   |

| Intersection Summary              |       |                          |
|-----------------------------------|-------|--------------------------|
| HCM Average Control Delay         | 39.0  | HCM Level of Service D   |
| HCM Volume to Capacity ratio      | 0.81  |                          |
| Actuated Cycle Length (s)         | 150.0 | Sum of lost time (s) 8.0 |
| Intersection Capacity Utilization | 82.1% | ICU Level of Service E   |
| Analysis Period (min)             | 15    |                          |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
17: 11th Street & Lammers Road

2035 Plus Phase I  
PM Peak Hour

|                        |  |    |  |    |    |  |    |   |  |   |   |   |
|------------------------|---|---|---|---|---|---|--|--|---|--|--|--|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT  | NBR   | SBL  | SBT  | SBR  |
| Lane Configurations    |  | <br><br> |  | <br><br> | <br><br> |  | <br> | <br> |  | <br> | <br> | <br> |
| Volume (vph)           | 60  | 1390  | 990   | 610   | 910   | 140   | 780  | 530  | 1000  | 400  | 570  | 60   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900   | 1900  | 1900   | 1900   | 1900   |
| Total Lost time (s)    | 5.0   | 5.0   | 4.0   | 5.0   | 5.0   | 5.0   | 5.0  | 5.0  | 4.0   | 5.0  | 5.0  | 5.0  |
| Lane Util. Factor      | 1.00  | 0.91  | 1.00  | 0.97  | 0.91  | 1.00  | 0.97   | 0.95   | 1.00  | 0.97   | 0.95   | 1.00   |
| Frpb, ped/bikes        | 1.00  | 1.00  | 0.99  | 1.00  | 1.00  | 0.98  | 1.00   | 1.00   | 0.99  | 1.00   | 1.00   | 0.98   |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00   | 1.00  | 1.00   | 1.00   | 1.00   |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00   | 1.00   | 0.85  | 1.00   | 1.00   | 0.85   |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00   | 1.00  | 0.95   | 1.00   | 1.00   |
| Satd. Flow (prot)      | 1770  | 5085  | 1560  | 3433  | 5085  | 1544  | 3433   | 3539   | 1560  | 3433   | 3539   | 1544   |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00   | 1.00  | 0.95   | 1.00   | 1.00   |
| Satd. Flow (perm)      | 1770  | 5085  | 1560  | 3433  | 5085  | 1544  | 3433   | 3539   | 1560  | 3433   | 3539   | 1544   |
| Peak-hour factor, PHF  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00   | 1.00  | 1.00   | 1.00   | 1.00   |
| Adj. Flow (vph)        | 60  | 1390  | 990   | 610   | 910   | 140   | 780  | 530  | 1000  | 400  | 570  | 60   |
| RTOR Reduction (vph)   | 0   | 0   | 0   | 0   | 0   | 83  | 0  | 0  | 0   | 0  | 0  | 25   |
| Lane Group Flow (vph)  | 60  | 1390  | 990   | 610   | 910   | 57  | 780  | 530  | 1000  | 400  | 570  | 35   |
| Confl. Peds. (#/hr)    |   |   | 10  |   |   | 10  |  |  | 10  |  |  | 10   |
| Heavy Vehicles (%)     | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%   | 2%  | 2%   | 2%   | 2%   |
| Turn Type              | Prot  |   | Free  | Prot  |   | Perm  | Prot   |  | Free  | Prot   |  | Perm   |
| Protected Phases       | 5   | 2   |   | 1   | 6   |   | 7  | 4  |   | 3  | 8  |  |
| Permitted Phases       |   |   | Free  |   |   | 6   |  |  | Free  |  |  | 8  |
| Actuated Green, G (s)  | 8.2   | 44.8  | 150.0   | 25.0  | 61.6  | 61.6  | 31.0   | 29.6   | 150.0   | 30.6   | 29.2   | 29.2   |
| Effective Green, g (s) | 8.2   | 44.8  | 150.0   | 25.0  | 61.6  | 61.6  | 31.0   | 29.6   | 150.0   | 30.6   | 29.2   | 29.2   |
| Actuated g/C Ratio     | 0.05  | 0.30  | 1.00  | 0.17  | 0.41  | 0.41  | 0.21   | 0.20   | 1.00  | 0.20   | 0.19   | 0.19   |
| Clearance Time (s)     | 5.0   | 5.0   |   | 5.0   | 5.0   | 5.0   | 5.0  | 5.0  |   | 5.0  | 5.0  | 5.0  |
| Vehicle Extension (s)  | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0  |   | 3.0  | 3.0  | 3.0  |
| Lane Grp Cap (vph)     | 97  | 1519  | 1560  | 572   | 2088  | 634   | 709  | 698  | 1560  | 700  | 689  | 301  |
| v/s Ratio Prot         | 0.03  | c0.27   |   | c0.18   | 0.18  |   | c0.23  | 0.15   |   | 0.12   | c0.16  |  |
| v/s Ratio Perm         |   |   | 0.63  |   |   | 0.04  |  |  | c0.64   |  |  | 0.02   |
| v/c Ratio              | 0.62  | 0.92  | 0.63  | 1.07  | 0.44  | 0.09  | 1.10   | 0.76   | 0.64  | 0.57   | 0.83   | 0.12   |
| Uniform Delay, d1      | 69.4  | 50.8  | 0.0   | 62.5  | 31.7  | 27.1  | 59.5   | 56.8   | 0.0   | 53.8   | 58.0   | 49.8   |
| Progression Factor     | 1.44  | 0.61  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00   | 1.00  | 1.00   | 1.00   | 1.00   |
| Incremental Delay, d2  | 7.2   | 6.9   | 1.3   | 56.6  | 0.7   | 0.3   | 64.5   | 4.8  | 2.0   | 1.1  | 8.1  | 0.2  |
| Delay (s)              | 107.4   | 37.6  | 1.3   | 119.1   | 32.4  | 27.3  | 124.0  | 61.6   | 2.0   | 54.9   | 66.1   | 49.9   |
| Level of Service       | F   | D   | A   | F   | C   | C   | F  | E  | A   | D  | E  | D  |
| Approach Delay (s)     |   | 24.6  |   |   | 63.8  |   |  | 56.9   |   |  | 60.8   |  |
| Approach LOS           |   | C   |   |   | E   |   |  | E  |   |  | E  |  |

Intersection Summary

|                                   |        |                      |      |
|-----------------------------------|--------|----------------------|------|
| HCM Average Control Delay         | 48.4   | HCM Level of Service | D    |
| HCM Volume to Capacity ratio      | 0.93   |                      |      |
| Actuated Cycle Length (s)         | 150.0  | Sum of lost time (s) | 15.0 |
| Intersection Capacity Utilization | 107.3% | ICU Level of Service | G    |
| Analysis Period (min)             | 15     |                      |      |
| c Critical Lane Group             |        |                      |      |

HCM Signalized Intersection Capacity Analysis  
 18: New Schulte Road & Lammers Road

2035 Plus Phase I  
 PM Peak Hour
























| Movement               | EBL  | EBT   | EBR  | WBL   | WBT  | WBR  | NBL   | NBT   | NBR  | SBL   | SBT  | SBR   |
|------------------------|------|-------|------|-------|------|------|-------|-------|------|-------|------|-------|
| Lane Configurations    | ↗    | ↗↘    |      | ↗     | ↗↘   |      | ↗     | ↗↘↙   | ↗    | ↗     | ↗↘↙  | ↗     |
| Volume (vph)           | 100  | 590   | 90   | 240   | 390  | 140  | 30    | 1990  | 350  | 280   | 2360 | 40    |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0   |      | 4.0   | 4.0  |      | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   |
| Lane Util. Factor      | 1.00 | 0.95  |      | 1.00  | 0.95 |      | 1.00  | 0.91  | 1.00 | 1.00  | 0.91 | 1.00  |
| Frbp, ped/bikes        | 1.00 | 1.00  |      | 1.00  | 0.99 |      | 1.00  | 1.00  | 0.98 | 1.00  | 1.00 | 0.97  |
| Flpb, ped/bikes        | 1.00 | 1.00  |      | 1.00  | 1.00 |      | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Frt                    | 1.00 | 0.98  |      | 1.00  | 0.96 |      | 1.00  | 1.00  | 0.85 | 1.00  | 1.00 | 0.85  |
| Flt Protected          | 0.95 | 1.00  |      | 0.95  | 1.00 |      | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00  |
| Satd. Flow (prot)      | 1770 | 3458  |      | 1770  | 3377 |      | 1770  | 5085  | 1549 | 1770  | 5085 | 1543  |
| Flt Permitted          | 0.95 | 1.00  |      | 0.95  | 1.00 |      | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00  |
| Satd. Flow (perm)      | 1770 | 3458  |      | 1770  | 3377 |      | 1770  | 5085  | 1549 | 1770  | 5085 | 1543  |
| Peak-hour factor, PHF  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Adj. Flow (vph)        | 100  | 590   | 90   | 240   | 390  | 140  | 30    | 1990  | 350  | 280   | 2360 | 40    |
| RTOR Reduction (vph)   | 0    | 9     | 0    | 0     | 25   | 0    | 0     | 0     | 30   | 0     | 0    | 9     |
| Lane Group Flow (vph)  | 100  | 671   | 0    | 240   | 505  | 0    | 30    | 1990  | 320  | 280   | 2360 | 31    |
| Confl. Peds. (#/hr)    |      |       | 10   |       |      | 10   |       |       | 10   |       |      | 10    |
| Heavy Vehicles (%)     | 2%   | 2%    | 2%   | 2%    | 2%   | 2%   | 2%    | 2%    | 2%   | 2%    | 2%   | 2%    |
| Turn Type              | Prot |       |      | Prot  |      |      | Prot  | pm+ov |      | Prot  |      | pm+ov |
| Protected Phases       | 7    | 4     |      | 3     | 8    |      | 5     | 2     | 3    | 1     | 6    | 7     |
| Permitted Phases       |      |       |      |       |      |      |       |       | 2    |       |      | 6     |
| Actuated Green, G (s)  | 12.9 | 33.2  |      | 20.0  | 40.3 |      | 3.5   | 54.7  | 74.7 | 23.0  | 74.2 | 87.1  |
| Effective Green, g (s) | 12.9 | 33.2  |      | 20.0  | 40.3 |      | 3.5   | 54.7  | 74.7 | 23.0  | 74.2 | 87.1  |
| Actuated g/C Ratio     | 0.09 | 0.23  |      | 0.14  | 0.27 |      | 0.02  | 0.37  | 0.51 | 0.16  | 0.51 | 0.59  |
| Clearance Time (s)     | 4.0  | 4.0   |      | 4.0   | 4.0  |      | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   |
| Vehicle Extension (s)  | 3.0  | 3.0   |      | 3.0   | 3.0  |      | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   |
| Lane Grp Cap (vph)     | 155  | 782   |      | 241   | 926  |      | 42    | 1893  | 830  | 277   | 2568 | 957   |
| v/s Ratio Prot         | 0.06 | c0.19 |      | c0.14 | 0.15 |      | 0.02  | c0.39 | 0.05 | c0.16 | 0.46 | 0.00  |
| v/s Ratio Perm         |      |       |      |       |      |      |       |       | 0.15 |       |      | 0.02  |
| v/c Ratio              | 0.65 | 0.86  |      | 1.00  | 0.55 |      | 0.71  | 1.05  | 0.39 | 1.01  | 0.92 | 0.03  |
| Uniform Delay, d1      | 64.8 | 54.6  |      | 63.4  | 45.5 |      | 71.2  | 46.1  | 22.1 | 62.0  | 33.6 | 12.4  |
| Progression Factor     | 1.00 | 1.00  |      | 1.00  | 1.00 |      | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  |
| Incremental Delay, d2  | 8.9  | 9.3   |      | 56.5  | 0.7  |      | 44.2  | 35.7  | 0.3  | 56.9  | 5.9  | 0.0   |
| Delay (s)              | 73.7 | 63.9  |      | 119.9 | 46.1 |      | 115.4 | 81.8  | 22.4 | 118.8 | 39.4 | 12.4  |
| Level of Service       | E    | E     |      | F     | D    |      | F     | F     | C    | F     | D    | B     |
| Approach Delay (s)     |      | 65.1  |      |       | 69.1 |      |       | 73.4  |      |       | 47.3 |       |
| Approach LOS           |      | E     |      |       | E    |      |       | E     |      |       | D    |       |

| Intersection Summary              |        |                           |
|-----------------------------------|--------|---------------------------|
| HCM Average Control Delay         | 61.3   | HCM Level of Service E    |
| HCM Volume to Capacity ratio      | 0.99   |                           |
| Actuated Cycle Length (s)         | 146.9  | Sum of lost time (s) 16.0 |
| Intersection Capacity Utilization | 102.5% | ICU Level of Service G    |
| Analysis Period (min)             | 15     |                           |
| c Critical Lane Group             |        |                           |

























HCM Signalized Intersection Capacity Analysis  
 19: Old Schulte Road & Lammers Road

2035 Plus Phase I  
 PM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |   |  |  |   |  |   |  |  |  |  |  |  |
| Volume (vph)                      | 150   | 10  | 780   | 10  | 10  | 10  | 310   | 2160  | 10  | 10  | 2540  | 60  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               |   | 4.0   | 4.0   |   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 |   | 1.00  | 1.00  |   | 1.00  |   | 1.00  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  |
| Frbp, ped/bikes                   |   | 1.00  | 0.99  |   | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.96  |
| Flpb, ped/bikes                   |   | 1.00  | 1.00  |   | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               |   | 1.00  | 0.85  |   | 0.95  |   | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     |   | 0.96  | 1.00  |   | 0.98  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 |   | 1763  | 1547  |   | 1733  |   | 1752  | 5036  | 1568  | 1752  | 5036  | 1512  |
| Flt Permitted                     |   | 0.73  | 1.00  |   | 0.90  |   | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 |   | 1347  | 1547  |   | 1590  |   | 1752  | 5036  | 1568  | 1752  | 5036  | 1512  |
| Peak-hour factor, PHF             | 1.00  | 0.95  | 1.00  | 0.95  | 0.95  | 0.95  | 1.00  | 1.00  | 0.95  | 0.95  | 1.00  | 1.00  |
| Adj. Flow (vph)                   | 150   | 11  | 780   | 11  | 11  | 11  | 310   | 2160  | 11  | 11  | 2540  | 60  |
| RTOR Reduction (vph)              | 0   | 0   | 0   | 0   | 9   | 0   | 0   | 0   | 3   | 0   | 0   | 15  |
| Lane Group Flow (vph)             | 0   | 161   | 780   | 0   | 24  | 0   | 310   | 2160  | 8   | 11  | 2540  | 45  |
| Confl. Peds. (#/hr)               |   |   | 5   |   |   |   |   |   |   |   |   | 5   |
| Heavy Vehicles (%)                | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  | 3%  |
| Turn Type                         | Perm  |   | Free  | Perm  |   |   | Prot  |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  |   | 4   |   |   | 8   |   | 5   | 2   |   | 1   |   | 6   |
| Permitted Phases                  | 4   |   | Free  | 8   |   |   |   |   | 2   |   |   | 6   |
| Actuated Green, G (s)             |   | 19.1  | 108.9   |   | 19.1  |   | 18.1  | 76.7  | 76.7  | 1.1   | 59.7  | 59.7  |
| Effective Green, g (s)            |   | 19.1  | 108.9   |   | 19.1  |   | 18.1  | 76.7  | 76.7  | 1.1   | 59.7  | 59.7  |
| Actuated g/C Ratio                |   | 0.18  | 1.00  |   | 0.18  |   | 0.17  | 0.70  | 0.70  | 0.01  | 0.55  | 0.55  |
| Clearance Time (s)                |   | 4.0   |   |   | 4.0   |   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             |   | 3.0   |   |   | 3.0   |   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                |   | 236   | 1547  |   | 279   |   | 291   | 3547  | 1104  | 18  | 2761  | 829   |
| v/s Ratio Prot                    |   |   |   |   |   |   | c0.18   | 0.43  |   | 0.01  | c0.50   |   |
| v/s Ratio Perm                    |   | c0.12   | 0.50  |   | 0.02  |   |   |   | 0.01  |   |   | 0.03  |
| v/c Ratio                         |   | 0.68  | 0.50  |   | 0.09  |   | 1.07  | 0.61  | 0.01  | 0.61  | 0.92  | 0.05  |
| Uniform Delay, d1                 |   | 42.1  | 0.0   |   | 37.6  |   | 45.4  | 8.3   | 4.8   | 53.7  | 22.4  | 11.5  |
| Progression Factor                |   | 1.00  | 1.00  |   | 1.00  |   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             |   | 7.9   | 1.2   |   | 0.1   |   | 71.1  | 0.3   | 0.0   | 48.7  | 5.6   | 0.0   |
| Delay (s)                         |   | 49.9  | 1.2   |   | 37.7  |   | 116.5   | 8.6   | 4.8   | 102.4   | 28.0  | 11.5  |
| Level of Service                  |   | D   | A   |   | D   |   | F   | A   | A   | F   | C   | B   |
| Approach Delay (s)                |   | 9.5   |   |   | 37.7  |   |   | 22.1  |   |   | 27.9  |   |
| Approach LOS                      |   | A   |   |   | D   |   |   | C   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 22.7  |   |   |   | HCM Level of Service  |   |   | C   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.90  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 108.9   |   |   |   | Sum of lost time (s)  |   |   | 12.0  |   |   |
| Intersection Capacity Utilization |   |   | 93.7%   |   |   |   | ICU Level of Service  |   |   | F   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |   |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

2035 Plus Phase I  
PM Peak Hour

|                                   |  |  |  |  |  |  |   |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)                      | 30  | 220   | 250   | 30  | 190   | 220   | 90  | 2320  | 80  | 500   | 2870  | 30  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 0.98  | 1.00  | 1.00  | 0.98  | 1.00  | 1.00  | 0.97  | 1.00  | 1.00  | 0.96  |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 1719  | 1810  | 1511  | 1719  | 1810  | 1511  | 1719  | 4940  | 1486  | 1719  | 4940  | 1484  |
| Flt Permitted                     | 0.38  | 1.00  | 1.00  | 0.30  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 687   | 1810  | 1511  | 550   | 1810  | 1511  | 1719  | 4940  | 1486  | 1719  | 4940  | 1484  |
| Peak-hour factor, PHF             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)                   | 30  | 220   | 250   | 30  | 190   | 220   | 90  | 2320  | 80  | 500   | 2870  | 30  |
| RTOR Reduction (vph)              | 0   | 0   | 77  | 0   | 0   | 183   | 0   | 0   | 18  | 0   | 0   | 5   |
| Lane Group Flow (vph)             | 30  | 220   | 173   | 30  | 190   | 37  | 90  | 2320  | 62  | 500   | 2870  | 25  |
| Confl. Peds. (#/hr)               |   |   | 5   |   |   | 5   |   |   | 5   |   |   | 5   |
| Turn Type                         | Perm  |   | Perm  | Perm  |   | Perm  | Prot  |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  |   | 4   |   |   | 8   |   | 5   | 2   |   | 1   | 6   |   |
| Permitted Phases                  | 4   |   | 4   | 8   |   | 8   |   |   | 2   |   |   | 6   |
| Actuated Green, G (s)             | 22.3  | 22.3  | 22.3  | 22.3  | 22.3  | 22.3  | 8.0   | 70.2  | 70.2  | 28.2  | 90.4  | 90.4  |
| Effective Green, g (s)            | 22.3  | 22.3  | 22.3  | 22.3  | 22.3  | 22.3  | 8.0   | 70.2  | 70.2  | 28.2  | 90.4  | 90.4  |
| Actuated g/C Ratio                | 0.17  | 0.17  | 0.17  | 0.17  | 0.17  | 0.17  | 0.06  | 0.53  | 0.53  | 0.21  | 0.68  | 0.68  |
| Clearance Time (s)                | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 115   | 304   | 254   | 92  | 304   | 254   | 104   | 2613  | 786   | 365   | 3365  | 1011  |
| v/s Ratio Prot                    |   | c0.12   |   |   | 0.10  |   | 0.05  | c0.47   |   | c0.29   | 0.58  |   |
| v/s Ratio Perm                    | 0.04  |   | 0.11  | 0.05  |   | 0.02  |   |   | 0.04  |   |   | 0.02  |
| v/c Ratio                         | 0.26  | 0.72  | 0.68  | 0.33  | 0.62  | 0.15  | 0.87  | 0.89  | 0.08  | 1.37  | 0.85  | 0.02  |
| Uniform Delay, d1                 | 48.0  | 52.3  | 51.9  | 48.6  | 51.3  | 47.1  | 61.8  | 27.8  | 15.4  | 52.2  | 16.1  | 6.9   |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 1.2   | 8.3   | 7.4   | 2.1   | 4.0   | 0.3   | 48.1  | 4.1   | 0.0   | 183.0   | 2.3   | 0.0   |
| Delay (s)                         | 49.2  | 60.5  | 59.2  | 50.7  | 55.3  | 47.3  | 109.9   | 31.8  | 15.4  | 235.3   | 18.4  | 6.9   |
| Level of Service                  | D   | E   | E   | D   | E   | D   | F   | C   | B   | F   | B   | A   |
| Approach Delay (s)                |   | 59.2  |   |   | 51.0  |   |   | 34.1  |   |   | 50.2  |   |
| Approach LOS                      |   | E   |   |   | D   |   |   | C   |   |   | D   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 45.0  |   |   |   | HCM Level of Service  |   |   |   | D   |   |
| HCM Volume to Capacity ratio      |   |   | 0.97  |   |   |   |   |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 132.7   |   |   |   | Sum of lost time (s)  |   |   |   | 12.0  |   |
| Intersection Capacity Utilization |   |   | 103.3%  |   |   |   | ICU Level of Service  |   |   |   | G   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |   |   |   |   |   |   |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
21: Linne Road & Lammers Road

2035 Plus Phase I  
PM Peak Hour



| Movement               | WBL   | WBR  | NBT   | NBR  | SBL   | SBT  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    |       |      |       |      |       |      |
| Volume (vph)           | 430   | 450  | 1880  | 460  | 770   | 2310 |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 0.91  | 1.00 | 0.94  | 0.91 |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00  | 0.98 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00  | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1719  | 1538 | 4940  | 1508 | 4848  | 4940 |
| Flt Permitted          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (perm)      | 1719  | 1538 | 4940  | 1508 | 4848  | 4940 |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Adj. Flow (vph)        | 430   | 450  | 1880  | 460  | 770   | 2310 |
| RTOR Reduction (vph)   | 0     | 321  | 0     | 162  | 0     | 0    |
| Lane Group Flow (vph)  | 430   | 129  | 1880  | 298  | 770   | 2310 |
| Confl. Peds. (#/hr)    |       | 5    |       | 5    |       |      |
| Turn Type              |       | Over |       | Perm | Prot  |      |
| Protected Phases       | 8     | 1    | 2     |      | 1     | 6    |
| Permitted Phases       |       |      |       | 2    |       |      |
| Actuated Green, G (s)  | 34.2  | 25.8 | 51.2  | 51.2 | 25.8  | 81.0 |
| Effective Green, g (s) | 34.2  | 25.8 | 51.2  | 51.2 | 25.8  | 81.0 |
| Actuated g/C Ratio     | 0.28  | 0.21 | 0.42  | 0.42 | 0.21  | 0.66 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 477   | 322  | 2053  | 627  | 1015  | 3248 |
| v/s Ratio Prot         | c0.25 | 0.08 | c0.38 |      | c0.16 | 0.47 |
| v/s Ratio Perm         |       |      |       | 0.20 |       |      |
| v/c Ratio              | 0.90  | 0.40 | 0.92  | 0.48 | 0.76  | 0.71 |
| Uniform Delay, d1      | 42.9  | 42.0 | 34.0  | 26.2 | 45.8  | 13.6 |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Incremental Delay, d2  | 20.0  | 0.8  | 6.9   | 0.6  | 3.3   | 0.8  |
| Delay (s)              | 62.9  | 42.8 | 40.9  | 26.8 | 49.1  | 14.3 |
| Level of Service       | E     | D    | D     | C    | D     | B    |
| Approach Delay (s)     | 52.6  |      | 38.1  |      |       | 23.0 |
| Approach LOS           | D     |      | D     |      |       | C    |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 32.8  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.87  |                      |      |
| Actuated Cycle Length (s)         | 123.2 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 86.0% | ICU Level of Service | E    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 22: I-580 EB Ramps & Lammers Road

2035 Plus Phase I  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT                  | WBR   | NBL   | NBT  | NBR  | SBL  | SBT   | SBR  |  |
|-----------------------------------|------|------|-------|-------|----------------------|-------|-------|------|------|------|-------|------|--|
| Lane Configurations               |      |      |       |       | ↕                    | ↗     | ↘     | ↕↕   |      |      | ↕↕    | ↗    |  |
| Volume (vph)                      | 0    | 0    | 0     | 10    | 0                    | 140   | 130   | 1240 | 0    | 0    | 1070  | 330  |  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900                 | 1900  | 1900  | 1900 | 1900 | 1900 | 1900  | 1900 |  |
| Total Lost time (s)               |      |      |       |       | 4.0                  | 4.0   | 4.0   | 4.0  |      |      | 4.0   | 4.0  |  |
| Lane Util. Factor                 |      |      |       |       | 1.00                 | 1.00  | 1.00  | 0.95 |      |      | 0.95  | 1.00 |  |
| Frbp, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 0.97 |  |
| Flpb, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00 |      |      | 1.00  | 1.00 |  |
| Fr t                              |      |      |       |       | 1.00                 | 0.85  | 1.00  | 1.00 |      |      | 1.00  | 0.85 |  |
| Fl t Protected                    |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00 |  |
| Satd. Flow (prot)                 |      |      |       |       | 1752                 | 1568  | 1752  | 3505 |      |      | 3505  | 1517 |  |
| Fl t Permitted                    |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00 |      |      | 1.00  | 1.00 |  |
| Satd. Flow (perm)                 |      |      |       |       | 1752                 | 1568  | 1752  | 3505 |      |      | 3505  | 1517 |  |
| Peak-hour factor, PHF             | 0.95 | 0.95 | 0.95  | 0.95  | 0.95                 | 0.95  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 |  |
| Adj. Flow (vph)                   | 0    | 0    | 0     | 11    | 0                    | 147   | 137   | 1305 | 0    | 0    | 1126  | 347  |  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0     | 0                    | 67    | 0     | 0    | 0    | 0    | 0     | 140  |  |
| Lane Group Flow (vph)             | 0    | 0    | 0     | 0     | 11                   | 80    | 137   | 1305 | 0    | 0    | 1126  | 207  |  |
| Confl. Peds. (#/hr)               |      |      |       |       |                      |       |       |      | 5    |      |       | 5    |  |
| Heavy Vehicles (%)                | 3%   | 3%   | 3%    | 3%    | 3%                   | 3%    | 3%    | 3%   | 3%   | 3%   | 3%    | 3%   |  |
| Turn Type                         |      |      |       | Split |                      | Perm  |       | Prot |      |      |       | Perm |  |
| Protected Phases                  |      |      |       | 8     | 8                    |       |       | 5    | 2    |      |       | 6    |  |
| Permitted Phases                  |      |      |       |       |                      | 8     |       |      |      |      |       | 6    |  |
| Actuated Green, G (s)             |      |      |       |       | 7.9                  | 7.9   | 8.3   | 54.1 |      |      | 41.8  | 41.8 |  |
| Effective Green, g (s)            |      |      |       |       | 7.9                  | 7.9   | 8.3   | 54.1 |      |      | 41.8  | 41.8 |  |
| Actuated g/C Ratio                |      |      |       |       | 0.11                 | 0.11  | 0.12  | 0.77 |      |      | 0.60  | 0.60 |  |
| Clearance Time (s)                |      |      |       |       | 4.0                  | 4.0   | 4.0   | 4.0  |      |      | 4.0   | 4.0  |  |
| Vehicle Extension (s)             |      |      |       |       | 3.0                  | 3.0   | 3.0   | 3.0  |      |      | 3.0   | 3.0  |  |
| Lane Grp Cap (vph)                |      |      |       |       | 198                  | 177   | 208   | 2709 |      |      | 2093  | 906  |  |
| v/s Ratio Prot                    |      |      |       |       | 0.01                 |       | c0.08 | 0.37 |      |      | c0.32 |      |  |
| v/s Ratio Perm                    |      |      |       |       |                      | c0.05 |       |      |      |      |       | 0.14 |  |
| v/c Ratio                         |      |      |       |       | 0.06                 | 0.45  | 0.66  | 0.48 |      |      | 0.54  | 0.23 |  |
| Uniform Delay, d1                 |      |      |       |       | 27.7                 | 29.0  | 29.5  | 2.9  |      |      | 8.4   | 6.6  |  |
| Progression Factor                |      |      |       |       | 1.00                 | 1.00  | 1.39  | 0.25 |      |      | 1.00  | 1.00 |  |
| Incremental Delay, d2             |      |      |       |       | 0.1                  | 1.8   | 6.6   | 0.5  |      |      | 1.0   | 0.6  |  |
| Delay (s)                         |      |      |       |       | 27.8                 | 30.8  | 47.6  | 1.3  |      |      | 9.4   | 7.2  |  |
| Level of Service                  |      |      |       |       | C                    | C     | D     | A    |      |      | A     | A    |  |
| Approach Delay (s)                |      | 0.0  |       |       | 30.6                 |       |       | 5.7  |      |      | 8.8   |      |  |
| Approach LOS                      |      | A    |       |       | C                    |       |       | A    |      |      | A     |      |  |
| <b>Intersection Summary</b>       |      |      |       |       |                      |       |       |      |      |      |       |      |  |
| HCM Average Control Delay         |      |      | 8.5   |       | HCM Level of Service |       |       |      |      |      | A     |      |  |
| HCM Volume to Capacity ratio      |      |      | 0.54  |       |                      |       |       |      |      |      |       |      |  |
| Actuated Cycle Length (s)         |      |      | 70.0  |       | Sum of lost time (s) |       |       |      |      |      | 12.0  |      |  |
| Intersection Capacity Utilization |      |      | 64.1% |       | ICU Level of Service |       |       |      |      |      | C     |      |  |
| Analysis Period (min)             |      |      | 15    |       |                      |       |       |      |      |      |       |      |  |
| c Critical Lane Group             |      |      |       |       |                      |       |       |      |      |      |       |      |  |



HCM Signalized Intersection Capacity Analysis  
 23: I-580 EB Ramps & Lammers Road

2035 Plus Phase I  
 PM Peak Hour


























| Movement               | EBL   | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT   | NBR  | SBL   | SBT  | SBR  |
|------------------------|-------|------|------|------|------|------|------|-------|------|-------|------|------|
| Lane Configurations    |       |      |      |      |      |      |      |       |      |       |      |      |
| Volume (vph)           | 340   | 0    | 240  | 0    | 0    | 0    | 0    | 750   | 20   | 420   | 1120 | 0    |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0  |      |      |      |      | 4.0   |      | 4.0   | 4.0  |      |
| Lane Util. Factor      | 0.95  | 0.95 | 1.00 |      |      |      |      | 0.95  |      | 1.00  | 0.95 |      |
| Frpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00  |      | 1.00  | 1.00 |      |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00 |      |      |      |      | 1.00  |      | 1.00  | 1.00 |      |
| Frt                    | 1.00  | 1.00 | 0.85 |      |      |      |      | 1.00  |      | 1.00  | 1.00 |      |
| Flt Protected          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00  |      | 0.95  | 1.00 |      |
| Satd. Flow (prot)      | 1665  | 1665 | 1568 |      |      |      |      | 3488  |      | 1752  | 3505 |      |
| Flt Permitted          | 0.95  | 0.95 | 1.00 |      |      |      |      | 1.00  |      | 0.95  | 1.00 |      |
| Satd. Flow (perm)      | 1665  | 1665 | 1568 |      |      |      |      | 3488  |      | 1752  | 3505 |      |
| Peak-hour factor, PHF  | 0.95  | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95  | 0.95 | 0.95  | 0.95 | 0.95 |
| Adj. Flow (vph)        | 358   | 0    | 253  | 0    | 0    | 0    | 0    | 789   | 21   | 442   | 1179 | 0    |
| RTOR Reduction (vph)   | 0     | 0    | 87   | 0    | 0    | 0    | 0    | 3     | 0    | 0     | 0    | 0    |
| Lane Group Flow (vph)  | 179   | 179  | 166  | 0    | 0    | 0    | 0    | 807   | 0    | 442   | 1179 | 0    |
| Confl. Peds. (#/hr)    |       |      |      |      |      |      |      |       | 5    |       |      | 5    |
| Heavy Vehicles (%)     | 3%    | 3%   | 3%   | 3%   | 3%   | 3%   | 3%   | 3%    | 3%   | 3%    | 3%   | 3%   |
| Turn Type              | Perm  |      | Perm |      |      |      |      |       |      | Prot  |      |      |
| Protected Phases       |       | 4    |      |      |      |      |      | 2     |      | 1     | 6    |      |
| Permitted Phases       | 4     |      | 4    |      |      |      |      |       |      |       |      |      |
| Actuated Green, G (s)  | 12.2  | 12.2 | 12.2 |      |      |      |      | 24.8  |      | 21.0  | 49.8 |      |
| Effective Green, g (s) | 12.2  | 12.2 | 12.2 |      |      |      |      | 24.8  |      | 21.0  | 49.8 |      |
| Actuated g/C Ratio     | 0.17  | 0.17 | 0.17 |      |      |      |      | 0.35  |      | 0.30  | 0.71 |      |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0  |      |      |      |      | 4.0   |      | 4.0   | 4.0  |      |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0  |      |      |      |      | 3.0   |      | 3.0   | 3.0  |      |
| Lane Grp Cap (vph)     | 290   | 290  | 273  |      |      |      |      | 1236  |      | 526   | 2494 |      |
| v/s Ratio Prot         |       |      |      |      |      |      |      | c0.23 |      | c0.25 | 0.34 |      |
| v/s Ratio Perm         | c0.11 | 0.11 | 0.11 |      |      |      |      |       |      |       |      |      |
| v/c Ratio              | 0.62  | 0.62 | 0.61 |      |      |      |      | 0.65  |      | 0.84  | 0.47 |      |
| Uniform Delay, d1      | 26.7  | 26.7 | 26.7 |      |      |      |      | 19.0  |      | 22.9  | 4.4  |      |
| Progression Factor     | 0.87  | 0.87 | 0.80 |      |      |      |      | 1.00  |      | 0.85  | 0.27 |      |
| Incremental Delay, d2  | 3.8   | 3.8  | 3.7  |      |      |      |      | 2.7   |      | 11.1  | 0.6  |      |
| Delay (s)              | 27.0  | 27.0 | 25.2 |      |      |      |      | 21.7  |      | 30.4  | 1.8  |      |
| Level of Service       | C     | C    | C    |      |      |      |      | C     |      | C     | A    |      |
| Approach Delay (s)     |       | 26.3 |      |      | 0.0  |      |      | 21.7  |      |       | 9.6  |      |
| Approach LOS           |       | C    |      |      | A    |      |      | C     |      |       | A    |      |

| Intersection Summary              |       |                      |
|-----------------------------------|-------|----------------------|
| HCM Average Control Delay         | 16.2  | HCM Level of Service |
| HCM Volume to Capacity ratio      | 0.71  | B                    |
| Actuated Cycle Length (s)         | 70.0  | Sum of lost time (s) |
| Intersection Capacity Utilization | 64.1% | 12.0                 |
| Analysis Period (min)             | 15    | ICU Level of Service |
| c Critical Lane Group             |       | C                    |

HCM Signalized Intersection Capacity Analysis  
 111: Capital Parks Drive & Commerce Way

2035 Plus Phase I  
 PM Peak Hour

|                        |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement               | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations    |  |  |  |  |  |  |  |  |   |  |  |  |
| Volume (vph)           | 940   | 100   | 10  | 10  | 60  | 270   | 10  | 10  | 10  | 200   | 10  | 670   |
| Ideal Flow (vphpl)     | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)    | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor      | 0.94  | 1.00  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.88  |
| Frbp, ped/bikes        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 0.98  | 1.00  | 1.00  |   | 1.00  | 1.00  | 0.99  |
| Flpb, ped/bikes        | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Frt                    | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00  | 0.93  |   | 1.00  | 1.00  | 0.85  |
| Flt Protected          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)      | 4848  | 1810  | 1538  | 1719  | 3438  | 1506  | 1719  | 1674  |   | 1719  | 1810  | 2684  |
| Flt Permitted          | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)      | 4848  | 1810  | 1538  | 1719  | 3438  | 1506  | 1719  | 1674  |   | 1719  | 1810  | 2684  |
| Peak-hour factor, PHF  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |
| Adj. Flow (vph)        | 989   | 105   | 11  | 11  | 63  | 284   | 11  | 11  | 11  | 211   | 11  | 705   |
| RTOR Reduction (vph)   | 0   | 0   | 6   | 0   | 0   | 233   | 0   | 10  | 0   | 0   | 0   | 285   |
| Lane Group Flow (vph)  | 989   | 105   | 5   | 11  | 63  | 51  | 11  | 12  | 0   | 211   | 11  | 420   |
| Confl. Peds. (#/hr)    |   |   |   |   |   | 10  |   |   |   |   |   | 10  |
| Turn Type              | Prot  |   | Perm  | Prot  |   | Perm  | Prot  |   |   | Prot  |   | pm+ov   |
| Protected Phases       | 7   | 4   |   | 3   | 8   |   | 5   | 2   |   | 1   | 6   | 7   |
| Permitted Phases       |   |   | 4   |   |   | 8   |   |   |   |   |   | 6   |
| Actuated Green, G (s)  | 24.4  | 36.8  | 36.8  | 0.9   | 13.3  | 13.3  | 0.7   | 5.2   |   | 15.2  | 19.7  | 44.1  |
| Effective Green, g (s) | 24.4  | 36.8  | 36.8  | 0.9   | 13.3  | 13.3  | 0.7   | 5.2   |   | 15.2  | 19.7  | 44.1  |
| Actuated g/C Ratio     | 0.33  | 0.50  | 0.50  | 0.01  | 0.18  | 0.18  | 0.01  | 0.07  |   | 0.21  | 0.27  | 0.60  |
| Clearance Time (s)     | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 1596  | 899   | 764   | 21  | 617   | 270   | 16  | 117   |   | 353   | 481   | 1742  |
| v/s Ratio Prot         | c0.20   | 0.06  |   | 0.01  | 0.02  |   | 0.01  | 0.01  |   | c0.12   | 0.01  | c0.08   |
| v/s Ratio Perm         |   |   | 0.00  |   |   | c0.03   |   |   |   |   |   | 0.08  |
| v/c Ratio              | 0.62  | 0.12  | 0.01  | 0.52  | 0.10  | 0.19  | 0.69  | 0.10  |   | 0.60  | 0.02  | 0.24  |
| Uniform Delay, d1      | 20.9  | 10.0  | 9.4   | 36.4  | 25.4  | 25.8  | 36.6  | 32.3  |   | 26.7  | 20.1  | 7.1   |
| Progression Factor     | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.7   | 0.1   | 0.0   | 21.6  | 0.1   | 0.3   | 80.1  | 0.4   |   | 2.7   | 0.0   | 0.1   |
| Delay (s)              | 21.7  | 10.0  | 9.4   | 58.0  | 25.5  | 26.2  | 116.7   | 32.6  |   | 29.4  | 20.1  | 7.2   |
| Level of Service       | C   | B   | A   | E   | C   | C   | F   | C   |   | C   | C   | A   |
| Approach Delay (s)     |   | 20.4  |   |   | 27.0  |   |   | 60.7  |   |   | 12.4  |   |
| Approach LOS           |   | C   |   |   | C   |   |   | E   |   |   | B   |   |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 18.9  | HCM Level of Service B    |
| HCM Volume to Capacity ratio      | 0.47  |                           |
| Actuated Cycle Length (s)         | 74.1  | Sum of lost time (s) 12.0 |
| Intersection Capacity Utilization | 49.6% | ICU Level of Service A    |
| Analysis Period (min)             | 15    |                           |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 117: Capital Parks Drive & Lammers Road












2035 Plus Phase I  
 PM Peak Hour

| Movement               | EBL  | EBT  | EBR   | WBL   | WBT   | WBR  | NBL   | NBT  | NBR  | SBL  | SBT   | SBR   |
|------------------------|------|------|-------|-------|-------|------|-------|------|------|------|-------|-------|
| Lane Configurations    |      |      |       |       |       |      |       |      |      |      |       |       |
| Volume (vph)           | 100  | 50   | 150   | 90    | 310   | 50   | 670   | 1460 | 100  | 30   | 1740  | 390   |
| Ideal Flow (vphpl)     | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900  | 1900 | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)    | 4.0  | 4.0  | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   |
| Lane Util. Factor      | 0.97 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 0.97  | 0.91 | 1.00 | 1.00 | 0.91  | 1.00  |
| Frpb, ped/bikes        | 1.00 | 1.00 | 0.99  | 1.00  | 1.00  | 0.98 | 1.00  | 1.00 | 0.96 | 1.00 | 1.00  | 0.99  |
| Flpb, ped/bikes        | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |
| Frt                    | 1.00 | 1.00 | 0.85  | 1.00  | 1.00  | 0.85 | 1.00  | 1.00 | 0.85 | 1.00 | 1.00  | 0.85  |
| Flt Protected          | 0.95 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00  |
| Satd. Flow (prot)      | 3433 | 1863 | 1560  | 1770  | 1863  | 1550 | 3433  | 5085 | 1513 | 1770 | 5085  | 1560  |
| Flt Permitted          | 0.95 | 1.00 | 1.00  | 0.95  | 1.00  | 1.00 | 0.95  | 1.00 | 1.00 | 0.95 | 1.00  | 1.00  |
| Satd. Flow (perm)      | 3433 | 1863 | 1560  | 1770  | 1863  | 1550 | 3433  | 5085 | 1513 | 1770 | 5085  | 1560  |
| Peak-hour factor, PHF  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |
| Adj. Flow (vph)        | 100  | 50   | 150   | 90    | 310   | 50   | 670   | 1460 | 100  | 30   | 1740  | 390   |
| RTOR Reduction (vph)   | 0    | 0    | 0     | 0     | 0     | 39   | 0     | 0    | 43   | 0    | 0     | 0     |
| Lane Group Flow (vph)  | 100  | 50   | 150   | 90    | 310   | 11   | 670   | 1460 | 57   | 30   | 1740  | 390   |
| Confl. Peds. (#/hr)    |      |      | 10    |       |       | 10   |       |      | 10   |      |       | 10    |
| Heavy Vehicles (%)     | 2%   | 2%   | 2%    | 2%    | 2%    | 2%   | 2%    | 2%   | 2%   | 2%   | 2%    | 2%    |
| Turn Type              | Prot |      | Free  | Prot  |       | Perm | Prot  |      | Perm | Prot |       | Free  |
| Protected Phases       | 7    | 4    |       | 3     | 8     |      | 5     | 2    |      | 1    | 6     |       |
| Permitted Phases       |      |      | Free  |       |       | 8    |       |      | 2    |      |       | Free  |
| Actuated Green, G (s)  | 8.4  | 24.8 | 105.4 | 7.5   | 23.9  | 23.9 | 24.0  | 53.2 | 53.2 | 3.9  | 33.1  | 105.4 |
| Effective Green, g (s) | 8.4  | 24.8 | 105.4 | 7.5   | 23.9  | 23.9 | 24.0  | 53.2 | 53.2 | 3.9  | 33.1  | 105.4 |
| Actuated g/C Ratio     | 0.08 | 0.24 | 1.00  | 0.07  | 0.23  | 0.23 | 0.23  | 0.50 | 0.50 | 0.04 | 0.31  | 1.00  |
| Clearance Time (s)     | 4.0  | 4.0  |       | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   |
| Vehicle Extension (s)  | 3.0  | 3.0  |       | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   |
| Lane Grp Cap (vph)     | 274  | 438  | 1560  | 126   | 422   | 351  | 782   | 2567 | 764  | 65   | 1597  | 1560  |
| v/s Ratio Prot         | 0.03 | 0.03 |       | c0.05 | c0.17 |      | c0.20 | 0.29 |      | 0.02 | c0.34 |       |
| v/s Ratio Perm         |      |      | 0.10  |       |       | 0.01 |       |      | 0.04 |      |       | c0.25 |
| v/c Ratio              | 0.36 | 0.11 | 0.10  | 0.71  | 0.73  | 0.03 | 0.86  | 0.57 | 0.07 | 0.46 | 1.09  | 0.25  |
| Uniform Delay, d1      | 46.0 | 31.7 | 0.0   | 47.9  | 37.8  | 31.7 | 39.1  | 18.1 | 13.4 | 49.7 | 36.2  | 0.0   |
| Progression Factor     | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |
| Incremental Delay, d2  | 0.8  | 0.1  | 0.1   | 17.4  | 6.5   | 0.0  | 9.2   | 0.3  | 0.0  | 5.1  | 51.1  | 0.4   |
| Delay (s)              | 46.8 | 31.8 | 0.1   | 65.3  | 44.3  | 31.8 | 48.2  | 18.4 | 13.5 | 54.8 | 87.3  | 0.4   |
| Level of Service       | D    | C    | A     | E     | D     | C    | D     | B    | B    | D    | F     | A     |
| Approach Delay (s)     |      | 21.0 |       |       | 47.1  |      |       | 27.2 |      |      | 71.1  |       |
| Approach LOS           |      | C    |       |       | D     |      |       | C    |      |      | E     |       |

| Intersection Summary              |       |                           |
|-----------------------------------|-------|---------------------------|
| HCM Average Control Delay         | 47.0  | HCM Level of Service D    |
| HCM Volume to Capacity ratio      | 0.89  |                           |
| Actuated Cycle Length (s)         | 105.4 | Sum of lost time (s) 16.0 |
| Intersection Capacity Utilization | 89.1% | ICU Level of Service E    |
| Analysis Period (min)             | 15    |                           |
| c Critical Lane Group             |       |                           |

HCM Unsignalized Intersection Capacity Analysis  
 119: Old Schulte Road & Lammers Road

2035 Plus Phase I  
 PM Peak Hour

|                                   |  |  |  |  |  |  |      |
|-----------------------------------|---|---|---|---|---|---|------|
| Movement                          | WBL   | WBR   | NBT   | NBR   | SBL   | SBT   |      |
| Lane Configurations               |  |   |  |  |  |  |      |
| Volume (veh/h)                    | 120   | 200   | 2250  | 250   | 100   | 3170  |      |
| Sign Control                      | Stop  |   | Free  |   |   | Free  |      |
| Grade                             | 0%  |   | 0%  |   |   | 0%  |      |
| Peak Hour Factor                  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  | 0.95  |      |
| Hourly flow rate (vph)            | 126   | 211   | 2368  | 263   | 105   | 3337  |      |
| Pedestrians                       |   |   |   |   |   |   |      |
| Lane Width (ft)                   |   |   |   |   |   |   |      |
| Walking Speed (ft/s)              |   |   |   |   |   |   |      |
| Percent Blockage                  |   |   |   |   |   |   |      |
| Right turn flare (veh)            |   |   |   |   |   |   |      |
| Median type                       |   |   | None  |   |   | None  |      |
| Median storage (veh)              |   |   |   |   |   |   |      |
| Upstream signal (ft)              |   |   |   |   |   |   |      |
| pX, platoon unblocked             |   |   |   |   |   |   |      |
| vC, conflicting volume            | 4247  | 1184  |   |   | 2632  |   |      |
| vC1, stage 1 conf vol             |   |   |   |   |   |   |      |
| vC2, stage 2 conf vol             |   |   |   |   |   |   |      |
| vCu, unblocked vol                | 4247  | 1184  |   |   | 2632  |   |      |
| tC, single (s)                    | 6.9   | 7.0   |   |   | 4.2   |   |      |
| tC, 2 stage (s)                   |   |   |   |   |   |   |      |
| tF (s)                            | 3.5   | 3.3   |   |   | 2.2   |   |      |
| p0 queue free %                   | 0   | 0   |   |   | 30  |   |      |
| cM capacity (veh/h)               | 0   | 177   |   |   | 151   |   |      |
| Direction, Lane #                 | WB 1  | NB 1  | NB 2  | NB 3  | SB 1  | SB 2  | SB 3 |
| Volume Total                      | 337   | 1184  | 1184  | 263   | 105   | 1668  | 1668 |
| Volume Left                       | 126   | 0   | 0   | 0   | 105   | 0   | 0    |
| Volume Right                      | 211   | 0   | 0   | 263   | 0   | 0   | 0    |
| cSH                               | 1   | 1700  | 1700  | 1700  | 151   | 1700  | 1700 |
| Volume to Capacity                | 331.20  | 0.70  | 0.70  | 0.15  | 0.70  | 0.98  | 0.98 |
| Queue Length 95th (ft)            | Err   | 0   | 0   | 0   | 101   | 0   | 0    |
| Control Delay (s)                 | Err   | 0.0   | 0.0   | 0.0   | 70.4  | 0.0   | 0.0  |
| Lane LOS                          | F   |   |   |   | F   |   |      |
| Approach Delay (s)                | Err   | 0.0   |   |   | 2.2   |   |      |
| Approach LOS                      | F   |   |   |   |   |   |      |
| Intersection Summary              |   |   |   |   |   |   |      |
| Average Delay                     |   |   | 526.6   |   |   |   |      |
| Intersection Capacity Utilization |   |   | 113.2%  |   | ICU Level of Service  |   | H    |
| Analysis Period (min)             |   |   | 15  |   |   |   |      |

# **2035 Plus Phase 1 Mitigation LOS Calculation Worksheets**

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB Ramps & Mountain House Parkway

2035 Plus Phase I MIT  
 AM Peak Hour



| Movement                  | EBL  | EBT  | EBR  | WBL   | WBT   | WBR   | NBL  | NBT  | NBR  | SBL  | SBT   | SBR   |
|---------------------------|------|------|------|-------|-------|-------|------|------|------|------|-------|-------|
| Lane Configurations       |      |      |      |       | ↕     | ↗↘    | ↖    | ↕↕   |      |      | ↕↕↕   | ↗     |
| Volume (vph)              | 0    | 0    | 0    | 610   | 0     | 1740  | 70   | 300  | 0    | 0    | 1670  | 350   |
| Ideal Flow (vphpl)        | 1900 | 1900 | 1900 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  |
| Total Lost time (s)       |      |      |      |       | 4.0   | 2.9   | 4.0  | 4.0  |      |      | 4.0   | 2.3   |
| Lane Util. Factor         |      |      |      |       | 1.00  | 0.88  | 1.00 | 0.95 |      |      | 0.91  | 1.00  |
| Frbp, ped/bikes           |      |      |      |       | 1.00  | 1.00  | 1.00 | 1.00 |      |      | 1.00  | 0.99  |
| Flpb, ped/bikes           |      |      |      |       | 1.00  | 1.00  | 1.00 | 1.00 |      |      | 1.00  | 1.00  |
| Fr <sub>t</sub>           |      |      |      |       | 1.00  | 0.85  | 1.00 | 1.00 |      |      | 1.00  | 0.85  |
| Fl <sub>t</sub> Protected |      |      |      |       | 0.95  | 1.00  | 0.95 | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (prot)         |      |      |      |       | 1641  | 2584  | 1641 | 3282 |      |      | 4715  | 1450  |
| Fl <sub>t</sub> Permitted |      |      |      |       | 0.95  | 1.00  | 0.95 | 1.00 |      |      | 1.00  | 1.00  |
| Satd. Flow (perm)         |      |      |      |       | 1641  | 2584  | 1641 | 3282 |      |      | 4715  | 1450  |
| Peak-hour factor, PHF     | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  |
| Adj. Flow (vph)           | 0    | 0    | 0    | 610   | 0     | 1740  | 70   | 300  | 0    | 0    | 1670  | 350   |
| RTOR Reduction (vph)      | 0    | 0    | 0    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Lane Group Flow (vph)     | 0    | 0    | 0    | 0     | 610   | 1740  | 70   | 300  | 0    | 0    | 1670  | 350   |
| Confl. Peds. (#/hr)       |      |      |      |       |       |       |      |      | 10   |      |       |       |
| Confl. Bikes (#/hr)       |      |      |      |       |       |       |      |      |      |      |       | 2     |
| Heavy Vehicles (%)        | 10%  | 10%  | 10%  | 10%   | 10%   | 10%   | 10%  | 10%  | 10%  | 10%  | 10%   | 10%   |
| Turn Type                 |      |      |      | Split |       | Free  | Prot |      |      |      |       | Free  |
| Protected Phases          |      |      |      | 8     | 8     |       | 5    | 2    |      |      | 6     |       |
| Permitted Phases          |      |      |      |       |       | Free  |      |      |      |      |       | Free  |
| Actuated Green, G (s)     |      |      |      |       | 52.9  | 130.0 | 8.9  | 66.3 |      |      | 52.9  | 130.0 |
| Effective Green, g (s)    |      |      |      |       | 54.0  | 130.0 | 9.4  | 68.0 |      |      | 54.6  | 130.0 |
| Actuated g/C Ratio        |      |      |      |       | 0.42  | 1.00  | 0.07 | 0.52 |      |      | 0.42  | 1.00  |
| Clearance Time (s)        |      |      |      |       | 5.1   |       | 4.5  | 5.7  |      |      | 5.7   |       |
| Vehicle Extension (s)     |      |      |      |       | 2.3   |       | 4.0  | 4.0  |      |      | 4.0   |       |
| Lane Grp Cap (vph)        |      |      |      |       | 682   | 2584  | 119  | 1717 |      |      | 1980  | 1450  |
| v/s Ratio Prot            |      |      |      |       | c0.37 |       | 0.04 | 0.09 |      |      | c0.35 |       |
| v/s Ratio Perm            |      |      |      |       |       | c0.67 |      |      |      |      |       | 0.24  |
| v/c Ratio                 |      |      |      |       | 0.89  | 0.67  | 0.59 | 0.17 |      |      | 0.84  | 0.24  |
| Uniform Delay, d1         |      |      |      |       | 35.3  | 0.0   | 58.4 | 16.3 |      |      | 33.9  | 0.0   |
| Progression Factor        |      |      |      |       | 1.00  | 1.00  | 0.90 | 0.74 |      |      | 1.00  | 1.00  |
| Incremental Delay, d2     |      |      |      |       | 14.0  | 1.4   | 8.5  | 0.2  |      |      | 4.6   | 0.4   |
| Delay (s)                 |      |      |      |       | 49.4  | 1.4   | 61.0 | 12.2 |      |      | 38.5  | 0.4   |
| Level of Service          |      |      |      |       | D     | A     | E    | B    |      |      | D     | A     |
| Approach Delay (s)        |      | 0.0  |      |       | 13.9  |       |      | 21.5 |      |      | 31.9  |       |
| Approach LOS              |      | A    |      |       | B     |       |      | C    |      |      | C     |       |

| Intersection Summary              |       |                      |     |
|-----------------------------------|-------|----------------------|-----|
| HCM Average Control Delay         | 22.1  | HCM Level of Service | C   |
| HCM Volume to Capacity ratio      | 0.85  |                      |     |
| Actuated Cycle Length (s)         | 130.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 82.7% | ICU Level of Service | E   |
| Analysis Period (min)             | 15    |                      |     |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
4: New Schulte Road & Mountain House Parkway

2035 Plus Phase I MIT  
AM Peak Hour


























| Movement               | WBL   | WBR  | NBT   | NBR  | SBL   | SBT  |
|------------------------|-------|------|-------|------|-------|------|
| Lane Configurations    |       |      |       |      |       |      |
| Volume (vph)           | 40    | 160  | 310   | 30   | 350   | 320  |
| Ideal Flow (vphpl)     | 1900  | 1900 | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frpb, ped/bikes        | 1.00  | 0.96 | 1.00  | 0.96 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00  | 0.85 | 1.00  | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1641  | 1411 | 1727  | 1411 | 1641  | 1727 |
| Flt Permitted          | 0.95  | 1.00 | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (perm)      | 1641  | 1411 | 1727  | 1411 | 1641  | 1727 |
| Peak-hour factor, PHF  | 1.00  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |
| Adj. Flow (vph)        | 40    | 160  | 310   | 30   | 350   | 320  |
| RTOR Reduction (vph)   | 0     | 141  | 0     | 17   | 0     | 0    |
| Lane Group Flow (vph)  | 40    | 19   | 310   | 13   | 350   | 320  |
| Confl. Peds. (#/hr)    |       | 10   |       | 10   |       |      |
| Heavy Vehicles (%)     | 10%   | 10%  | 10%   | 10%  | 10%   | 10%  |
| Turn Type              |       | Perm |       | Perm | Prot  |      |
| Protected Phases       | 8     |      | 2     |      | 1     | 6    |
| Permitted Phases       |       | 8    |       | 2    |       |      |
| Actuated Green, G (s)  | 7.6   | 7.6  | 29.2  | 29.2 | 16.2  | 49.4 |
| Effective Green, g (s) | 7.6   | 7.6  | 29.2  | 29.2 | 16.2  | 49.4 |
| Actuated g/C Ratio     | 0.12  | 0.12 | 0.45  | 0.45 | 0.25  | 0.76 |
| Clearance Time (s)     | 4.0   | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0   | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 192   | 165  | 776   | 634  | 409   | 1313 |
| v/s Ratio Prot         | c0.02 |      | c0.18 |      | c0.21 | 0.19 |
| v/s Ratio Perm         |       | 0.01 |       | 0.01 |       |      |
| v/c Ratio              | 0.21  | 0.11 | 0.40  | 0.02 | 0.86  | 0.24 |
| Uniform Delay, d1      | 26.0  | 25.7 | 12.0  | 10.0 | 23.3  | 2.3  |
| Progression Factor     | 1.00  | 1.00 | 1.00  | 1.00 | 0.94  | 0.91 |
| Incremental Delay, d2  | 0.5   | 0.3  | 1.5   | 0.1  | 15.8  | 0.4  |
| Delay (s)              | 26.5  | 26.0 | 13.5  | 10.0 | 37.7  | 2.5  |
| Level of Service       | C     | C    | B     | B    | D     | A    |
| Approach Delay (s)     | 26.1  |      | 13.2  |      |       | 20.9 |
| Approach LOS           | C     |      | B     |      |       | C    |

| Intersection Summary              |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 19.6  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.51  |                      |      |
| Actuated Cycle Length (s)         | 65.0  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 52.1% | ICU Level of Service | A    |
| Analysis Period (min)             | 15    |                      |      |
| c Critical Lane Group             |       |                      |      |

HCM Signalized Intersection Capacity Analysis  
 18: Schulte Road & Lammers Road

























2035 Plus Phase I MIT  
 AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |  |  |  |   |  |  |  |  |  |  |
| Volume (vph)                      | 30  | 120   | 40  | 200   | 480   | 250   | 80   | 1720  | 110   | 80  | 1220  | 110   |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 | 1.00  | 0.95  | 1.00  | 1.00  | 0.95  |   | 1.00   | 0.91  | 1.00  | 1.00  | 0.91  | 1.00  |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 0.98  | 1.00  | 0.99  |   | 1.00   | 1.00  | 0.98  | 1.00  | 1.00  | 0.98  |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 0.95  |   | 1.00   | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 1770  | 3539  | 1550  | 1770  | 3333  |   | 1770   | 5085  | 1555  | 1770  | 5085  | 1552  |
| Flt Permitted                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  |   | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 1770  | 3539  | 1550  | 1770  | 3333  |   | 1770   | 5085  | 1555  | 1770  | 5085  | 1552  |
| Peak-hour factor, PHF             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)                   | 30  | 120   | 40  | 200   | 480   | 250   | 80   | 1720  | 110   | 80  | 1220  | 110   |
| RTOR Reduction (vph)              | 0   | 0   | 32  | 0   | 59  | 0   | 0  | 0   | 36  | 0   | 0   | 54  |
| Lane Group Flow (vph)             | 30  | 120   | 8   | 200   | 671   | 0   | 80   | 1720  | 74  | 80  | 1220  | 56  |
| Confl. Peds. (#/hr)               |   |   | 10  |   |   | 10  |  |   | 10  |   |   | 10  |
| Heavy Vehicles (%)                | 2%  | 2%  | 2%  | 2%  | 2%  | 2%  | 2%   | 2%  | 2%  | 2%  | 2%  | 2%  |
| Turn Type                         | Prot  |   | Perm  | Prot  |   |   | Prot   |   | pm+ov   | Prot  |   | pm+ov   |
| Protected Phases                  | 7   | 4   |   | 3   | 8   |   | 5  | 2   | 3   | 1   | 6   | 7   |
| Permitted Phases                  |   |   | 4   |   |   |   |  |   | 2   |   |   | 6   |
| Actuated Green, G (s)             | 7.1   | 19.9  | 19.9  | 16.4  | 29.2  |   | 6.7  | 45.1  | 61.5  | 7.2   | 45.6  | 52.7  |
| Effective Green, g (s)            | 7.1   | 19.9  | 19.9  | 16.4  | 29.2  |   | 6.7  | 45.1  | 61.5  | 7.2   | 45.6  | 52.7  |
| Actuated g/C Ratio                | 0.07  | 0.19  | 0.19  | 0.16  | 0.28  |   | 0.06   | 0.43  | 0.59  | 0.07  | 0.44  | 0.50  |
| Clearance Time (s)                | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 120   | 673   | 295   | 278   | 930   |   | 113  | 2192  | 974   | 122   | 2217  | 841   |
| v/s Ratio Prot                    | 0.02  | 0.03  |   | c0.11   | c0.20   |   | c0.05  | c0.34   | 0.01  | 0.05  | 0.24  | 0.00  |
| v/s Ratio Perm                    |   |   | 0.00  |   |   |   |  |   | 0.04  |   |   | 0.03  |
| v/c Ratio                         | 0.25  | 0.18  | 0.03  | 0.72  | 0.72  |   | 0.71   | 0.78  | 0.08  | 0.66  | 0.55  | 0.07  |
| Uniform Delay, d1                 | 46.2  | 35.5  | 34.5  | 41.9  | 34.0  |   | 48.0   | 25.6  | 9.3   | 47.5  | 21.9  | 13.3  |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 1.1   | 0.1   | 0.0   | 8.6   | 2.8   |   | 18.3   | 1.9   | 0.0   | 12.0  | 0.3   | 0.0   |
| Delay (s)                         | 47.3  | 35.6  | 34.5  | 50.5  | 36.8  |   | 66.3   | 27.5  | 9.3   | 59.5  | 22.2  | 13.4  |
| Level of Service                  | D   | D   | C   | D   | D   |   | E  | C   | A   | E   | C   | B   |
| Approach Delay (s)                |   | 37.2  |   |   | 39.8  |   |  | 28.1  |   |   | 23.6  |   |
| Approach LOS                      |   | D   |   |   | D   |   |  | C   |   |   | C   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 29.5  |   |   | HCM Level of Service  |  |   | C   |   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.74  |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 104.6   |   |   | Sum of lost time (s)  |  |   | 12.0  |   |   |   |
| Intersection Capacity Utilization |   |   | 73.6%   |   |   | ICU Level of Service  |  |   | D   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |   |   |   |   |   |



HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

2035 Plus Phase I MIT  
AM Peak Hour

|                                   |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement                          | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL  | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations               |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume (vph)                      | 30  | 40  | 30  | 100   | 230   | 240   | 40   | 2350  | 30  | 140   | 1190  | 30  |
| Ideal Flow (vphpl)                | 1900  | 1900  | 1900  | 1900  | 1900  | 1900  | 1900   | 1900  | 1900  | 1900  | 1900  | 1900  |
| Total Lost time (s)               | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Lane Util. Factor                 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 0.91  | 1.00  | 0.97  | 0.91  | 1.00  |
| Frpb, ped/bikes                   | 1.00  | 1.00  | 0.98  | 1.00  | 1.00  | 0.98  | 1.00   | 1.00  | 0.98  | 1.00  | 1.00  | 0.96  |
| Flpb, ped/bikes                   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Frt                               | 1.00  | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  | 1.00   | 1.00  | 0.85  | 1.00  | 1.00  | 0.85  |
| Flt Protected                     | 0.95  | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (prot)                 | 1641  | 1727  | 1440  | 1641  | 1727  | 1440  | 1641   | 4715  | 1436  | 3183  | 4715  | 1411  |
| Flt Permitted                     | 0.43  | 1.00  | 1.00  | 0.73  | 1.00  | 1.00  | 0.95   | 1.00  | 1.00  | 0.95  | 1.00  | 1.00  |
| Satd. Flow (perm)                 | 745   | 1727  | 1440  | 1263  | 1727  | 1440  | 1641   | 4715  | 1436  | 3183  | 4715  | 1411  |
| Peak-hour factor, PHF             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Adj. Flow (vph)                   | 30  | 40  | 30  | 100   | 230   | 240   | 40   | 2350  | 30  | 140   | 1190  | 30  |
| RTOR Reduction (vph)              | 0   | 0   | 23  | 0   | 0   | 122   | 0  | 0   | 9   | 0   | 0   | 12  |
| Lane Group Flow (vph)             | 30  | 40  | 7   | 100   | 230   | 118   | 40   | 2350  | 21  | 140   | 1190  | 18  |
| Confl. Peds. (#/hr)               |   |   | 10  |   |   | 10  |  |   | 10  |   |   | 10  |
| Heavy Vehicles (%)                | 10%   | 10%   | 10%   | 10%   | 10%   | 10%   | 10%  | 10%   | 10%   | 10%   | 10%   | 10%   |
| Turn Type                         | Perm  |   | Perm  | Perm  |   | Perm  | Prot   |   | Perm  | Prot  |   | Perm  |
| Protected Phases                  |   | 4   |   |   | 8   |   | 5  | 2   |   |   | 1   | 6   |
| Permitted Phases                  | 4   |   | 4   | 8   |   | 8   |  |   | 2   |   |   | 6   |
| Actuated Green, G (s)             | 18.0  | 18.0  | 18.0  | 18.0  | 18.0  | 18.0  | 4.0  | 44.3  | 44.3  | 7.7   | 48.0  | 48.0  |
| Effective Green, g (s)            | 18.0  | 18.0  | 18.0  | 18.0  | 18.0  | 18.0  | 4.0  | 44.3  | 44.3  | 7.7   | 48.0  | 48.0  |
| Actuated g/C Ratio                | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.22  | 0.05   | 0.54  | 0.54  | 0.09  | 0.59  | 0.59  |
| Clearance Time (s)                | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   | 4.0   | 4.0   | 4.0   | 4.0   |
| Vehicle Extension (s)             | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   | 3.0   | 3.0   | 3.0   | 3.0   |
| Lane Grp Cap (vph)                | 164   | 379   | 316   | 277   | 379   | 316   | 80   | 2547  | 776   | 299   | 2760  | 826   |
| v/s Ratio Prot                    |   | 0.02  |   |   | c0.13   |   | 0.02   | c0.50   |   | c0.04   | c0.25   |   |
| v/s Ratio Perm                    | 0.04  |   | 0.00  | 0.08  |   | 0.08  |  |   | 0.01  |   |   | 0.01  |
| v/c Ratio                         | 0.18  | 0.11  | 0.02  | 0.36  | 0.61  | 0.37  | 0.50   | 0.92  | 0.03  | 0.47  | 0.43  | 0.02  |
| Uniform Delay, d1                 | 26.0  | 25.6  | 25.1  | 27.1  | 28.8  | 27.2  | 38.0   | 17.3  | 8.8   | 35.2  | 9.4   | 7.1   |
| Progression Factor                | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00   | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |
| Incremental Delay, d2             | 0.5   | 0.1   | 0.0   | 0.8   | 2.7   | 0.7   | 4.8  | 6.2   | 0.0   | 1.2   | 0.1   | 0.0   |
| Delay (s)                         | 26.6  | 25.7  | 25.1  | 27.9  | 31.6  | 28.0  | 42.9   | 23.5  | 8.8   | 36.4  | 9.5   | 7.1   |
| Level of Service                  | C   | C   | C   | C   | C   | C   | D  | C   | A   | D   | A   | A   |
| Approach Delay (s)                |   | 25.8  |   |   | 29.4  |   |  | 23.7  |   |   | 12.2  |   |
| Approach LOS                      |   | C   |   |   | C   |   |  | C   |   |   | B   |   |
| <b>Intersection Summary</b>       |   |   |   |   |   |   |  |   |   |   |   |   |
| HCM Average Control Delay         |   |   | 21.0  |   |   |   | HCM Level of Service   |   |   | C   |   |   |
| HCM Volume to Capacity ratio      |   |   | 0.83  |   |   |   |  |   |   |   |   |   |
| Actuated Cycle Length (s)         |   |   | 82.0  |   |   |   | Sum of lost time (s)   |   | 16.0  |   |   |   |
| Intersection Capacity Utilization |   |   | 82.8%   |   |   |   | ICU Level of Service   |   | E   |   |   |   |
| Analysis Period (min)             |   |   | 15  |   |   |   |  |   |   |   |   |   |
| c Critical Lane Group             |   |   |   |   |   |   |  |   |   |   |   |   |

HCM Signalized Intersection Capacity Analysis  
 1: I-205 WB On-Ramp & Mountain House Parkway

2035 Plus Phase I MIT  
 PM Peak Hour



| Movement                          | EBL  | EBT  | EBR   | WBL   | WBT                  | WBR   | NBL   | NBT   | NBR  | SBL  | SBT   | SBR   |  |
|-----------------------------------|------|------|-------|-------|----------------------|-------|-------|-------|------|------|-------|-------|--|
| Lane Configurations               |      |      |       |       | ↕                    | ↗↘    | ↖     | ↕↕    |      |      | ↕↕↕   | ↖     |  |
| Volume (vph)                      | 0    | 0    | 0     | 260   | 0                    | 1830  | 240   | 800   | 0    | 0    | 2240  | 160   |  |
| Ideal Flow (vphpl)                | 1900 | 1900 | 1900  | 1900  | 1900                 | 1900  | 1900  | 1900  | 1900 | 1900 | 1900  | 1900  |  |
| Total Lost time (s)               |      |      |       |       | 4.0                  | 2.9   | 4.0   | 4.0   |      |      | 4.0   | 2.3   |  |
| Lane Util. Factor                 |      |      |       |       | 1.00                 | 0.88  | 1.00  | 0.95  |      |      | 0.91  | 1.00  |  |
| Frbp, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00  |      |      | 1.00  | 0.99  |  |
| Flpb, ped/bikes                   |      |      |       |       | 1.00                 | 1.00  | 1.00  | 1.00  |      |      | 1.00  | 1.00  |  |
| Fr <sub>t</sub>                   |      |      |       |       | 1.00                 | 0.85  | 1.00  | 1.00  |      |      | 1.00  | 0.85  |  |
| Fl <sub>t</sub> Protected         |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00  |      |      | 1.00  | 1.00  |  |
| Satd. Flow (prot)                 |      |      |       |       | 1719                 | 2707  | 1719  | 3438  |      |      | 4940  | 1519  |  |
| Fl <sub>t</sub> Permitted         |      |      |       |       | 0.95                 | 1.00  | 0.95  | 1.00  |      |      | 1.00  | 1.00  |  |
| Satd. Flow (perm)                 |      |      |       |       | 1719                 | 2707  | 1719  | 3438  |      |      | 4940  | 1519  |  |
| Peak-hour factor, PHF             | 1.00 | 1.00 | 1.00  | 1.00  | 1.00                 | 1.00  | 1.00  | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  |  |
| Adj. Flow (vph)                   | 0    | 0    | 0     | 260   | 0                    | 1830  | 240   | 800   | 0    | 0    | 2240  | 160   |  |
| RTOR Reduction (vph)              | 0    | 0    | 0     | 0     | 0                    | 0     | 0     | 0     | 0    | 0    | 0     | 0     |  |
| Lane Group Flow (vph)             | 0    | 0    | 0     | 0     | 260                  | 1830  | 240   | 800   | 0    | 0    | 2240  | 160   |  |
| Confl. Peds. (#/hr)               |      |      |       |       |                      |       |       |       | 10   |      |       |       |  |
| Confl. Bikes (#/hr)               |      |      |       |       |                      |       |       |       |      |      |       | 2     |  |
| Turn Type                         |      |      |       | Split |                      | Free  | Prot  |       |      |      |       | Free  |  |
| Protected Phases                  |      |      |       | 8     | 8                    |       | 5     | 2     |      |      | 6     |       |  |
| Permitted Phases                  |      |      |       |       |                      | Free  |       |       |      |      |       | Free  |  |
| Actuated Green, G (s)             |      |      |       |       | 27.8                 | 150.0 | 26.0  | 111.4 |      |      | 80.9  | 150.0 |  |
| Effective Green, g (s)            |      |      |       |       | 28.9                 | 150.0 | 26.5  | 113.1 |      |      | 82.6  | 150.0 |  |
| Actuated g/C Ratio                |      |      |       |       | 0.19                 | 1.00  | 0.18  | 0.75  |      |      | 0.55  | 1.00  |  |
| Clearance Time (s)                |      |      |       |       | 5.1                  |       | 4.5   | 5.7   |      |      | 5.7   |       |  |
| Vehicle Extension (s)             |      |      |       |       | 2.3                  |       | 4.0   | 4.0   |      |      | 4.0   |       |  |
| Lane Grp Cap (vph)                |      |      |       |       | 331                  | 2707  | 304   | 2592  |      |      | 2720  | 1519  |  |
| v/s Ratio Prot                    |      |      |       |       | c0.15                |       | c0.14 | 0.23  |      |      | c0.45 |       |  |
| v/s Ratio Perm                    |      |      |       |       |                      | 0.68  |       |       |      |      |       | 0.11  |  |
| v/c Ratio                         |      |      |       |       | 0.79                 | 0.68  | 0.79  | 0.31  |      |      | 0.82  | 0.11  |  |
| Uniform Delay, d1                 |      |      |       |       | 57.6                 | 0.0   | 59.1  | 5.9   |      |      | 27.7  | 0.0   |  |
| Progression Factor                |      |      |       |       | 1.00                 | 1.00  | 1.02  | 1.07  |      |      | 1.00  | 1.00  |  |
| Incremental Delay, d2             |      |      |       |       | 11.0                 | 1.4   | 13.0  | 0.3   |      |      | 3.0   | 0.1   |  |
| Delay (s)                         |      |      |       |       | 68.6                 | 1.4   | 73.5  | 6.6   |      |      | 30.7  | 0.1   |  |
| Level of Service                  |      |      |       |       | E                    | A     | E     | A     |      |      | C     | A     |  |
| Approach Delay (s)                |      | 0.0  |       |       | 9.7                  |       |       | 22.1  |      |      | 28.6  |       |  |
| Approach LOS                      |      | A    |       |       | A                    |       |       | C     |      |      | C     |       |  |
| <b>Intersection Summary</b>       |      |      |       |       |                      |       |       |       |      |      |       |       |  |
| HCM Average Control Delay         |      |      | 20.3  |       | HCM Level of Service |       |       |       |      |      | C     |       |  |
| HCM Volume to Capacity ratio      |      |      | 0.81  |       |                      |       |       |       |      |      |       |       |  |
| Actuated Cycle Length (s)         |      |      | 150.0 |       | Sum of lost time (s) |       |       |       |      | 12.0 |       |       |  |
| Intersection Capacity Utilization |      |      | 81.0% |       | ICU Level of Service |       |       |       |      | D    |       |       |  |
| Analysis Period (min)             |      |      | 15    |       |                      |       |       |       |      |      |       |       |  |
| c Critical Lane Group             |      |      |       |       |                      |       |       |       |      |      |       |       |  |

HCM Signalized Intersection Capacity Analysis  
4: New Schulte Road & Mountain House Parkway

2035 Plus Phase I MIT  
PM Peak Hour



| Movement               | WBL  | WBR   | NBT   | NBR  | SBL   | SBT  |
|------------------------|------|-------|-------|------|-------|------|
| Lane Configurations    |      |       |       |      |       |      |
| Volume (vph)           | 20   | 470   | 570   | 40   | 250   | 560  |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900  | 1900 | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Frpb, ped/bikes        | 1.00 | 0.96  | 1.00  | 0.96 | 1.00  | 1.00 |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Frt                    | 1.00 | 0.85  | 1.00  | 0.85 | 1.00  | 1.00 |
| Flt Protected          | 0.95 | 1.00  | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (prot)      | 1719 | 1474  | 1810  | 1474 | 1719  | 1810 |
| Flt Permitted          | 0.95 | 1.00  | 1.00  | 1.00 | 0.95  | 1.00 |
| Satd. Flow (perm)      | 1719 | 1474  | 1810  | 1474 | 1719  | 1810 |
| Peak-hour factor, PHF  | 1.00 | 1.00  | 1.00  | 1.00 | 1.00  | 1.00 |
| Adj. Flow (vph)        | 20   | 470   | 570   | 40   | 250   | 560  |
| RTOR Reduction (vph)   | 0    | 413   | 0     | 19   | 0     | 0    |
| Lane Group Flow (vph)  | 20   | 57    | 570   | 21   | 250   | 560  |
| Confl. Peds. (#/hr)    |      | 10    |       | 10   |       |      |
| Turn Type              |      | Perm  |       | Perm | Prot  |      |
| Protected Phases       | 8    |       | 2     |      | 1     | 6    |
| Permitted Phases       |      | 8     |       | 2    |       |      |
| Actuated Green, G (s)  | 9.1  | 9.1   | 39.5  | 39.5 | 14.4  | 57.9 |
| Effective Green, g (s) | 9.1  | 9.1   | 39.5  | 39.5 | 14.4  | 57.9 |
| Actuated g/C Ratio     | 0.12 | 0.12  | 0.53  | 0.53 | 0.19  | 0.77 |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0   | 4.0  | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0   | 3.0  | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 209  | 179   | 953   | 776  | 330   | 1397 |
| v/s Ratio Prot         | 0.01 |       | c0.32 |      | c0.15 | 0.31 |
| v/s Ratio Perm         |      | c0.04 |       | 0.01 |       |      |
| v/c Ratio              | 0.10 | 0.32  | 0.60  | 0.03 | 0.76  | 0.40 |
| Uniform Delay, d1      | 29.3 | 30.1  | 12.3  | 8.5  | 28.6  | 2.8  |
| Progression Factor     | 1.00 | 1.00  | 1.00  | 1.00 | 0.78  | 0.76 |
| Incremental Delay, d2  | 0.2  | 1.0   | 2.8   | 0.1  | 9.4   | 0.8  |
| Delay (s)              | 29.5 | 31.1  | 15.0  | 8.6  | 31.6  | 3.0  |
| Level of Service       | C    | C     | B     | A    | C     | A    |
| Approach Delay (s)     | 31.1 |       | 14.6  |      |       | 11.8 |
| Approach LOS           | C    |       | B     |      |       | B    |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 17.7  | HCM Level of Service | B    |
| HCM Volume to Capacity ratio      | 0.59  |                      |      |
| Actuated Cycle Length (s)         | 75.0  | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 66.8% | ICU Level of Service | C    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 18: New Schulte Road & Lammers Road

2035 Plus Phase I MIT  
 PM Peak Hour



| Movement               | EBL  | EBT   | EBR  | WBL   | WBT  | WBR  | NBL   | NBT   | NBR   | SBL   | SBT  | SBR   |
|------------------------|------|-------|------|-------|------|------|-------|-------|-------|-------|------|-------|
| Lane Configurations    |      |       |      |       |      |      |       |       |       |       |      |       |
| Volume (vph)           | 100  | 590   | 90   | 240   | 390  | 140  | 30    | 1990  | 350   | 280   | 2360 | 40    |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900  | 1900 | 1900 | 1900  | 1900  | 1900  | 1900  | 1900 | 1900  |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |
| Lane Util. Factor      | 1.00 | 0.95  | 1.00 | 1.00  | 0.95 |      | 1.00  | 0.91  | 1.00  | 1.00  | 0.91 | 1.00  |
| Frbp, ped/bikes        | 1.00 | 1.00  | 0.98 | 1.00  | 0.99 |      | 1.00  | 1.00  | 0.98  | 1.00  | 1.00 | 0.98  |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |      | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00  | 0.96 |      | 1.00  | 1.00  | 0.85  | 1.00  | 1.00 | 0.85  |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 |      | 0.95  | 1.00  | 1.00  | 0.95  | 1.00 | 1.00  |
| Satd. Flow (prot)      | 1770 | 3539  | 1544 | 1770  | 3377 |      | 1770  | 5085  | 1548  | 1770  | 5085 | 1546  |
| Flt Permitted          | 0.95 | 1.00  | 1.00 | 0.95  | 1.00 |      | 0.95  | 1.00  | 1.00  | 0.95  | 1.00 | 1.00  |
| Satd. Flow (perm)      | 1770 | 3539  | 1544 | 1770  | 3377 |      | 1770  | 5085  | 1548  | 1770  | 5085 | 1546  |
| Peak-hour factor, PHF  | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  |
| Adj. Flow (vph)        | 100  | 590   | 90   | 240   | 390  | 140  | 30    | 1990  | 350   | 280   | 2360 | 40    |
| RTOR Reduction (vph)   | 0    | 0     | 53   | 0     | 24   | 0    | 0     | 0     | 25    | 0     | 0    | 10    |
| Lane Group Flow (vph)  | 100  | 590   | 37   | 240   | 506  | 0    | 30    | 1990  | 325   | 280   | 2360 | 30    |
| Confl. Peds. (#/hr)    |      |       | 10   |       |      | 10   |       |       | 10    |       |      | 10    |
| Heavy Vehicles (%)     | 2%   | 2%    | 2%   | 2%    | 2%   | 2%   | 2%    | 2%    | 2%    | 2%    | 2%   | 2%    |
| Turn Type              | Prot |       | Perm | Prot  |      |      | Prot  |       | pm+ov | Prot  |      | pm+ov |
| Protected Phases       | 7    | 4     |      | 3     | 8    |      | 5     | 2     | 3     | 1     | 6    | 7     |
| Permitted Phases       |      |       | 4    |       |      |      |       |       | 2     |       |      | 6     |
| Actuated Green, G (s)  | 12.9 | 29.4  | 29.4 | 20.0  | 36.5 |      | 3.2   | 58.0  | 78.0  | 23.0  | 77.8 | 90.7  |
| Effective Green, g (s) | 12.9 | 29.4  | 29.4 | 20.0  | 36.5 |      | 3.2   | 58.0  | 78.0  | 23.0  | 77.8 | 90.7  |
| Actuated g/C Ratio     | 0.09 | 0.20  | 0.20 | 0.14  | 0.25 |      | 0.02  | 0.40  | 0.53  | 0.16  | 0.53 | 0.62  |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0  | 4.0   | 4.0  |      | 4.0   | 4.0   | 4.0   | 4.0   | 4.0  | 4.0   |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0   | 3.0  |      | 3.0   | 3.0   | 3.0   | 3.0   | 3.0  | 3.0   |
| Lane Grp Cap (vph)     | 156  | 711   | 310  | 242   | 842  |      | 39    | 2015  | 867   | 278   | 2702 | 1000  |
| v/s Ratio Prot         | 0.06 | c0.17 |      | c0.14 | 0.15 |      | 0.02  | c0.39 | 0.05  | c0.16 | 0.46 | 0.00  |
| v/s Ratio Perm         |      |       | 0.02 |       |      |      |       |       | 0.16  |       |      | 0.02  |
| v/c Ratio              | 0.64 | 0.83  | 0.12 | 0.99  | 0.60 |      | 0.77  | 0.99  | 0.38  | 1.01  | 0.87 | 0.03  |
| Uniform Delay, d1      | 64.5 | 56.1  | 47.9 | 63.1  | 48.5 |      | 71.2  | 43.8  | 20.0  | 61.7  | 30.0 | 10.8  |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00  | 1.00 |      | 1.00  | 1.00  | 1.00  | 1.00  | 1.00 | 1.00  |
| Incremental Delay, d2  | 8.7  | 8.0   | 0.2  | 55.3  | 1.2  |      | 60.6  | 17.0  | 0.3   | 55.8  | 3.4  | 0.0   |
| Delay (s)              | 73.2 | 64.1  | 48.1 | 118.4 | 49.7 |      | 131.8 | 60.9  | 20.2  | 117.5 | 33.4 | 10.8  |
| Level of Service       | E    | E     | D    | F     | D    |      | F     | E     | C     | F     | C    | B     |
| Approach Delay (s)     |      | 63.4  |      |       | 71.1 |      |       | 55.8  |       |       | 41.9 |       |
| Approach LOS           |      | E     |      |       | E    |      |       | E     |       |       | D    |       |

| Intersection Summary              |        |                           |
|-----------------------------------|--------|---------------------------|
| HCM Average Control Delay         | 52.8   | HCM Level of Service D    |
| HCM Volume to Capacity ratio      | 0.96   |                           |
| Actuated Cycle Length (s)         | 146.4  | Sum of lost time (s) 16.0 |
| Intersection Capacity Utilization | 100.3% | ICU Level of Service G    |
| Analysis Period (min)             | 15     |                           |
| c Critical Lane Group             |        |                           |

HCM Signalized Intersection Capacity Analysis  
20: Valpico Road & Lammers Road

2035 Plus Phase I MIT  
PM Peak Hour

| Movement               | EBL  | EBT   | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT   | SBR  |
|------------------------|------|-------|------|------|------|------|------|------|------|-------|-------|------|
| Lane Configurations    |      |       |      |      |      |      |      |      |      |       |       |      |
| Volume (vph)           | 30   | 220   | 250  | 30   | 190  | 220  | 90   | 2320 | 80   | 500   | 2870  | 30   |
| Ideal Flow (vphpl)     | 1900 | 1900  | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900  | 1900  | 1900 |
| Total Lost time (s)    | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  |
| Lane Util. Factor      | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 0.97  | 0.91  | 1.00 |
| Frpb, ped/bikes        | 1.00 | 1.00  | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00  | 1.00  | 0.96 |
| Flpb, ped/bikes        | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Frt                    | 1.00 | 1.00  | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00  | 1.00  | 0.85 |
| Flt Protected          | 0.95 | 1.00  | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (prot)      | 1719 | 1810  | 1511 | 1719 | 1810 | 1511 | 1719 | 4940 | 1508 | 3335  | 4940  | 1484 |
| Flt Permitted          | 0.39 | 1.00  | 1.00 | 0.32 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95  | 1.00  | 1.00 |
| Satd. Flow (perm)      | 709  | 1810  | 1511 | 576  | 1810 | 1511 | 1719 | 4940 | 1508 | 3335  | 4940  | 1484 |
| Peak-hour factor, PHF  | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Adj. Flow (vph)        | 30   | 220   | 250  | 30   | 190  | 220  | 90   | 2320 | 80   | 500   | 2870  | 30   |
| RTOR Reduction (vph)   | 0    | 0     | 76   | 0    | 0    | 182  | 0    | 0    | 18   | 0     | 0     | 5    |
| Lane Group Flow (vph)  | 30   | 220   | 174  | 30   | 190  | 38   | 90   | 2320 | 62   | 500   | 2870  | 25   |
| Confl. Peds. (#/hr)    |      |       | 5    |      |      | 5    |      |      | 5    |       |       | 5    |
| Turn Type              | Perm |       | Perm | Perm |      | Perm | Prot |      | Perm | Prot  |       | Perm |
| Protected Phases       |      | 4     |      |      | 8    |      | 5    | 2    |      | 1     | 6     |      |
| Permitted Phases       | 4    |       | 4    | 8    |      | 8    |      |      | 2    |       |       | 6    |
| Actuated Green, G (s)  | 22.2 | 22.2  | 22.2 | 22.2 | 22.2 | 22.2 | 8.1  | 70.1 | 70.1 | 24.3  | 86.3  | 86.3 |
| Effective Green, g (s) | 22.2 | 22.2  | 22.2 | 22.2 | 22.2 | 22.2 | 8.1  | 70.1 | 70.1 | 24.3  | 86.3  | 86.3 |
| Actuated g/C Ratio     | 0.17 | 0.17  | 0.17 | 0.17 | 0.17 | 0.17 | 0.06 | 0.55 | 0.55 | 0.19  | 0.67  | 0.67 |
| Clearance Time (s)     | 4.0  | 4.0   | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0  | 4.0   | 4.0   | 4.0  |
| Vehicle Extension (s)  | 3.0  | 3.0   | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0  | 3.0   | 3.0   | 3.0  |
| Lane Grp Cap (vph)     | 122  | 312   | 261  | 99   | 312  | 261  | 108  | 2693 | 822  | 630   | 3315  | 996  |
| v/s Ratio Prot         |      | c0.12 |      |      | 0.10 |      | 0.05 | 0.47 |      | c0.15 | c0.58 |      |
| v/s Ratio Perm         | 0.04 |       | 0.12 | 0.05 |      | 0.03 |      |      | 0.04 |       |       | 0.02 |
| v/c Ratio              | 0.25 | 0.71  | 0.67 | 0.30 | 0.61 | 0.15 | 0.83 | 0.86 | 0.08 | 0.79  | 0.87  | 0.02 |
| Uniform Delay, d1      | 46.0 | 50.1  | 49.7 | 46.4 | 49.2 | 45.2 | 59.6 | 25.1 | 13.9 | 49.8  | 16.6  | 7.1  |
| Progression Factor     | 1.00 | 1.00  | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00  | 1.00 |
| Incremental Delay, d2  | 1.1  | 7.1   | 6.3  | 1.7  | 3.4  | 0.3  | 39.7 | 3.1  | 0.0  | 6.8   | 2.6   | 0.0  |
| Delay (s)              | 47.0 | 57.2  | 56.0 | 48.2 | 52.5 | 45.4 | 99.3 | 28.2 | 13.9 | 56.6  | 19.2  | 7.1  |
| Level of Service       | D    | E     | E    | D    | D    | D    | F    | C    | B    | E     | B     | A    |
| Approach Delay (s)     |      | 56.0  |      |      | 48.7 |      |      | 30.3 |      |       | 24.6  |      |
| Approach LOS           |      | E     |      |      | D    |      |      | C    |      |       | C     |      |

Intersection Summary

|                                   |       |                      |      |
|-----------------------------------|-------|----------------------|------|
| HCM Average Control Delay         | 30.5  | HCM Level of Service | C    |
| HCM Volume to Capacity ratio      | 0.84  |                      |      |
| Actuated Cycle Length (s)         | 128.6 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 91.3% | ICU Level of Service | F    |
| Analysis Period (min)             | 15    |                      |      |

c Critical Lane Group

# **Roundabout Analysis LOS Calculation Worksheets**

# MOVEMENT SUMMARY

Site: Mountain House / I-580 EB  
Ramps\_PM - Revised

Roundabout with 2-lane approaches and circulating road  
MUTCD (FHWA 2009) example number: 3C-6  
Roundabout Guide (TRB 2010) example number: A-7  
Roundabout

| Movement Performance - Vehicles |      |                      |         |                  |                      |                  |                                      |                |              |                                |                      |
|---------------------------------|------|----------------------|---------|------------------|----------------------|------------------|--------------------------------------|----------------|--------------|--------------------------------|----------------------|
| Mov ID                          | Turn | Demand Flow<br>veh/h | HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate<br>per veh | Average Speed<br>mph |
| South: Mountain House Parkway   |      |                      |         |                  |                      |                  |                                      |                |              |                                |                      |
| 8                               | T    | 209                  | 1.0     | 0.616            | 18.6                 | LOS C            | 5.0                                  | 126.2          | 0.86         | 1.05                           | 28.2                 |
| 18                              | R    | 154                  | 1.0     | 0.616            | 19.7                 | LOS C            | 5.0                                  | 126.2          | 0.86         | 1.07                           | 28.0                 |
| Approach                        |      | 363                  | 1.0     | 0.616            | 19.1                 | LOS C            | 5.0                                  | 126.2          | 0.86         | 1.06                           | 28.1                 |
| North: Mountain House Parkway   |      |                      |         |                  |                      |                  |                                      |                |              |                                |                      |
| 7                               | L    | 516                  | 10.0    | 0.365            | 13.9                 | LOS B            | 0.0                                  | 0.0            | 0.00         | 0.76                           | 32.0                 |
| 4                               | T    | 22                   | 0.0     | 0.365            | 7.3                  | LOS A            | 0.0                                  | 0.0            | 0.00         | 0.48                           | 36.6                 |
| Approach                        |      | 538                  | 9.6     | 0.365            | 13.7                 | LOS B            | 0.0                                  | 0.0            | 0.00         | 0.75                           | 32.1                 |
| West: I-580 Eastbound Off-Ramp  |      |                      |         |                  |                      |                  |                                      |                |              |                                |                      |
| 5                               | L    | 297                  | 9.0     | 0.519            | 18.4                 | LOS C            | 3.1                                  | 82.8           | 0.65         | 0.97                           | 27.5                 |
| 2                               | T    | 11                   | 25.0    | 0.519            | 12.8                 | LOS B            | 3.1                                  | 82.8           | 0.65         | 0.86                           | 29.9                 |
| 12                              | R    | 77                   | 0.0     | 0.519            | 12.9                 | LOS B            | 3.1                                  | 82.8           | 0.65         | 0.88                           | 29.5                 |
| Approach                        |      | 385                  | 7.7     | 0.519            | 17.2                 | LOS C            | 3.1                                  | 82.8           | 0.65         | 0.95                           | 27.9                 |
| All Vehicles                    |      | 1286                 | 6.6     | 0.616            | 16.2                 | LOS C            | 5.0                                  | 126.2          | 0.44         | 0.89                           | 29.6                 |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

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**SIDRA**  
**INTERSECTION**

# MOVEMENT SUMMARY

Site: 2035 No Project: Mountain House / I-580 WB Ramps\_AM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 3                               | L    | 21                | 15.0 | 0.082         | 14.2              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.93                        | 32.0              |  |
| 8                               | T    | 95                | 15.0 | 0.082         | 8.0               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.53                        | 36.6              |  |
| Approach                        |      | 116               | 15.0 | 0.082         | 9.1               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.60                        | 35.6              |  |
| East: I-580 Westbound Off-Ramp  |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 1                               | L    | 63                | 15.0 | 0.277         | 14.2              | LOS B            | 1.1                            | 29.8        | 0.26         | 0.77                        | 29.9              |  |
| 6                               | T    | 1                 | 15.0 | 0.277         | 7.9               | LOS A            | 1.1                            | 29.8        | 0.26         | 0.51                        | 32.9              |  |
| 16                              | R    | 200               | 15.0 | 0.277         | 9.1               | LOS A            | 1.1                            | 29.8        | 0.26         | 0.59                        | 32.4              |  |
| Approach                        |      | 264               | 15.0 | 0.277         | 10.3              | LOS B            | 1.1                            | 29.8        | 0.26         | 0.63                        | 31.7              |  |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 4                               | T    | 284               | 15.0 | 0.242         | 8.3               | LOS A            | 1.0                            | 26.9        | 0.21         | 0.54                        | 35.4              |  |
| 14                              | R    | 200               | 15.0 | 0.172         | 8.9               | LOS A            | 0.6                            | 16.4        | 0.09         | 0.57                        | 35.4              |  |
| Approach                        |      | 484               | 15.0 | 0.242         | 8.6               | LOS A            | 1.0                            | 26.9        | 0.16         | 0.55                        | 35.4              |  |
| All Vehicles                    |      | 864               | 15.0 | 0.277         | 9.2               | LOS A            | 1.1                            | 29.8        | 0.17         | 0.58                        | 34.2              |  |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.



# MOVEMENT SUMMARY

Site: 2035 No Project: Mountain House / I-580 WB Ramps\_PM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 3                               | L    | 11                | 5.0  | 0.280         | 13.7              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.97                        | 32.0              |  |
| 8                               | T    | 421               | 5.0  | 0.280         | 7.5               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.54                        | 36.6              |  |
| Approach                        |      | 432               | 5.0  | 0.280         | 7.7               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.55                        | 36.4              |  |
| East: I-580 Westbound Off-Ramp  |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 1                               | L    | 11                | 5.0  | 0.329         | 15.5              | LOS C            | 1.4                            | 36.7        | 0.49         | 0.87                        | 29.2              |  |
| 6                               | T    | 1                 | 5.0  | 0.329         | 9.0               | LOS A            | 1.4                            | 36.7        | 0.49         | 0.68                        | 31.8              |  |
| 16                              | R    | 263               | 5.0  | 0.329         | 10.4              | LOS B            | 1.4                            | 36.7        | 0.49         | 0.74                        | 31.5              |  |
| Approach                        |      | 275               | 5.0  | 0.329         | 10.6              | LOS B            | 1.4                            | 36.7        | 0.49         | 0.74                        | 31.4              |  |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 4                               | T    | 337               | 5.0  | 0.229         | 7.6               | LOS A            | 0.9                            | 24.0        | 0.08         | 0.52                        | 36.1              |  |
| 14                              | R    | 116               | 5.0  | 0.090         | 8.4               | LOS A            | 0.3                            | 7.4         | 0.05         | 0.57                        | 35.6              |  |
| Approach                        |      | 453               | 5.0  | 0.229         | 7.8               | LOS A            | 0.9                            | 24.0        | 0.08         | 0.53                        | 35.9              |  |
| All Vehicles                    |      | 1159              | 5.0  | 0.329         | 8.4               | LOS A            | 1.4                            | 36.7        | 0.15         | 0.59                        | 34.9              |  |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

# MOVEMENT SUMMARY

Site: 2035 No Project: Mountain House / I-580 EB Ramps\_AM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 8                               | T    | 42                | 15.0 | 0.074         | 9.0               | LOS A            | 0.2                            | 7.0         | 0.31         | 0.57                        | 34.8              |
| 18                              | R    | 21                | 15.0 | 0.074         | 10.2              | LOS B            | 0.2                            | 7.0         | 0.31         | 0.65                        | 34.3              |
| Approach                        |      | 63                | 15.0 | 0.074         | 9.4               | LOS A            | 0.2                            | 7.0         | 0.31         | 0.60                        | 34.6              |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 7                               | L    | 126               | 15.0 | 0.247         | 13.4              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.88                        | 30.4              |
| 4                               | T    | 221               | 15.0 | 0.247         | 7.2               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.49                        | 36.3              |
| Approach                        |      | 347               | 15.0 | 0.247         | 9.5               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.63                        | 33.7              |
| West: I-580 EB Off-Ramp         |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 5                               | L    | 74                | 15.0 | 0.125         | 15.4              | LOS C            | 0.4                            | 12.3        | 0.41         | 0.78                        | 29.2              |
| 2                               | T    | 1                 | 15.0 | 0.125         | 9.2               | LOS A            | 0.4                            | 12.3        | 0.41         | 0.60                        | 32.0              |
| 12                              | R    | 21                | 15.0 | 0.125         | 10.4              | LOS B            | 0.4                            | 12.3        | 0.41         | 0.66                        | 31.7              |
| Approach                        |      | 96                | 15.0 | 0.125         | 14.3              | LOS B            | 0.4                            | 12.3        | 0.41         | 0.76                        | 29.7              |
| All Vehicles                    |      | 506               | 15.0 | 0.247         | 10.4              | LOS B            | 0.4                            | 12.3        | 0.12         | 0.65                        | 33.0              |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

# MOVEMENT SUMMARY

Site: 2035 No Project: Mountain House / I-580 EB Ramps\_PM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 8                               | T    | 200               | 5.0  | 0.478         | 12.0              | LOS B            | 2.8                            | 71.8        | 0.65         | 0.85                        | 32.6              |
| 18                              | R    | 158               | 5.0  | 0.478         | 13.1              | LOS B            | 2.8                            | 71.8        | 0.65         | 0.89                        | 32.2              |
| Approach                        |      | 358               | 5.0  | 0.478         | 12.5              | LOS B            | 2.8                            | 71.8        | 0.65         | 0.87                        | 32.5              |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 7                               | L    | 316               | 5.0  | 0.226         | 13.7              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.77                        | 32.0              |
| 4                               | T    | 32                | 5.0  | 0.226         | 7.5               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.48                        | 36.6              |
| Approach                        |      | 347               | 5.0  | 0.226         | 13.2              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.74                        | 32.3              |
| West: I-580 Eastbound Off-Ramp  |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 5                               | L    | 232               | 5.0  | 0.348         | 15.0              | LOS C            | 1.5                            | 38.8        | 0.45         | 0.81                        | 29.2              |
| 2                               | T    | 1                 | 5.0  | 0.348         | 8.6               | LOS A            | 1.5                            | 38.8        | 0.45         | 0.63                        | 31.7              |
| 12                              | R    | 74                | 5.0  | 0.348         | 9.9               | LOS A            | 1.5                            | 38.8        | 0.45         | 0.69                        | 31.5              |
| Approach                        |      | 306               | 5.0  | 0.348         | 13.8              | LOS B            | 1.5                            | 38.8        | 0.45         | 0.78                        | 29.7              |
| All Vehicles                    |      | 1012              | 5.0  | 0.478         | 13.1              | LOS B            | 2.8                            | 71.8        | 0.37         | 0.80                        | 31.5              |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

# MOVEMENT SUMMARY

Site: 2035 Plus Phase I: Mountain House / I-580 WB Ramps\_AM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 3                               | L    | 21                | 30.0 | 0.212         | 14.8              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.95                        | 32.0              |  |
| 8                               | T    | 242               | 30.0 | 0.212         | 8.6               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.54                        | 36.6              |  |
| Approach                        |      | 263               | 30.0 | 0.212         | 9.1               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.57                        | 36.1              |  |
| East: I-580 Westbound Off-Ramp  |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 1                               | L    | 158               | 30.0 | 0.741         | 21.2              | LOS C            | 6.7                            | 206.4       | 0.73         | 1.03                        | 26.7              |  |
| 6                               | T    | 1                 | 30.0 | 0.741         | 14.9              | LOS B            | 6.7                            | 206.4       | 0.73         | 0.93                        | 28.8              |  |
| 16                              | R    | 358               | 30.0 | 0.741         | 16.2              | LOS C            | 6.7                            | 206.4       | 0.73         | 0.97                        | 28.5              |  |
| Approach                        |      | 517               | 30.0 | 0.741         | 17.7              | LOS C            | 6.7                            | 206.4       | 0.73         | 0.99                        | 27.9              |  |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 4                               | T    | 621               | 30.0 | 0.679         | 11.5              | LOS B            | 5.8                            | 180.1       | 0.64         | 0.74                        | 33.2              |  |
| 14                              | R    | 211               | 30.0 | 0.206         | 9.7               | LOS A            | 0.7                            | 22.7        | 0.11         | 0.57                        | 35.3              |  |
| Approach                        |      | 832               | 30.0 | 0.679         | 11.0              | LOS B            | 5.8                            | 180.1       | 0.51         | 0.70                        | 33.7              |  |
| All Vehicles                    |      | 1612              | 30.0 | 0.741         | 12.9              | LOS B            | 6.7                            | 206.4       | 0.50         | 0.77                        | 31.9              |  |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

# MOVEMENT SUMMARY

Site: 2035 Plus Phase I: Mountain House / I-580 WB Ramps\_PM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 3                               | L    | 32                | 9.0  | 0.376         | 13.9              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.96                        | 32.0              |
| 8                               | T    | 526               | 9.0  | 0.376         | 7.7               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.54                        | 36.6              |
| Approach                        |      | 558               | 9.0  | 0.376         | 8.1               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.56                        | 36.3              |
| East: I-580 Westbound Off-Ramp  |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 1                               | L    | 21                | 9.0  | 0.468         | 18.1              | LOS C            | 2.6                            | 68.9        | 0.63         | 0.98                        | 27.9              |
| 6                               | T    | 1                 | 9.0  | 0.468         | 11.5              | LOS B            | 2.6                            | 68.9        | 0.63         | 0.83                        | 30.4              |
| 16                              | R    | 316               | 9.0  | 0.468         | 13.0              | LOS B            | 2.6                            | 68.9        | 0.63         | 0.89                        | 30.0              |
| Approach                        |      | 338               | 9.0  | 0.468         | 13.3              | LOS B            | 2.6                            | 68.9        | 0.63         | 0.89                        | 29.8              |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 4                               | T    | 642               | 9.0  | 0.469         | 8.0               | LOS A            | 2.6                            | 68.9        | 0.20         | 0.52                        | 35.4              |
| 14                              | R    | 147               | 9.0  | 0.121         | 8.7               | LOS A            | 0.4                            | 10.5        | 0.10         | 0.57                        | 35.3              |
| Approach                        |      | 789               | 9.0  | 0.469         | 8.1               | LOS A            | 2.6                            | 68.9        | 0.18         | 0.53                        | 35.4              |
| All Vehicles                    |      | 1685              | 9.0  | 0.469         | 9.1               | LOS A            | 2.6                            | 68.9        | 0.21         | 0.61                        | 34.4              |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

# MOVEMENT SUMMARY

Site: 2035 Plus Phase I: Mountain House / I-580 EB Ramps\_AM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 8                               | T    | 63                | 33.0 | 0.154         | 12.4              | LOS B            | 0.6                            | 19.0        | 0.54         | 0.75                        | 33.3              |  |
| 18                              | R    | 21                | 33.0 | 0.154         | 13.7              | LOS B            | 0.6                            | 19.0        | 0.54         | 0.81                        | 32.9              |  |
| Approach                        |      | 84                | 33.0 | 0.154         | 12.7              | LOS B            | 0.6                            | 19.0        | 0.54         | 0.76                        | 33.2              |  |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 7                               | L    | 200               | 33.0 | 0.641         | 14.1              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.90                        | 30.4              |  |
| 4                               | T    | 579               | 33.0 | 0.641         | 7.8               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.49                        | 36.3              |  |
| Approach                        |      | 779               | 33.0 | 0.641         | 9.4               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.60                        | 34.4              |  |
| West: I-580 EB Off-Ramp         |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 5                               | L    | 200               | 33.0 | 0.552         | 31.2              | LOS D            | 3.5                            | 109.7       | 0.81         | 1.09                        | 22.6              |  |
| 2                               | T    | 1                 | 33.0 | 0.552         | 24.9              | LOS C            | 3.5                            | 109.7       | 0.81         | 1.03                        | 23.8              |  |
| 12                              | R    | 11                | 33.0 | 0.552         | 26.2              | LOS D            | 3.5                            | 109.7       | 0.81         | 1.05                        | 23.6              |  |
| Approach                        |      | 212               | 33.0 | 0.552         | 30.9              | LOS D            | 3.5                            | 109.7       | 0.81         | 1.09                        | 22.6              |  |
| All Vehicles                    |      | 1075              | 33.0 | 0.641         | 13.9              | LOS B            | 3.5                            | 109.7       | 0.20         | 0.71                        | 31.0              |  |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

# MOVEMENT SUMMARY

Site: 2035 Plus Phase I: Mountain House / I-580 EB Ramps\_PM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 8                               | T    | 368               | 9.0  | 1.134         | 95.1              | LOS F            | 41.1                           | 1101.8      | 1.00         | 2.37                        | 11.3              |
| 18                              | R    | 284               | 9.0  | 1.134         | 96.2              | LOS F            | 41.1                           | 1101.8      | 1.00         | 2.37                        | 11.2              |
| Approach                        |      | 653               | 9.0  | 1.134         | 95.6              | LOS F            | 41.1                           | 1101.8      | 1.00         | 2.37                        | 11.2              |
| North: Mountain House Parkway   |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 7                               | L    | 589               | 9.0  | 0.447         | 13.9              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.77                        | 32.0              |
| 4                               | T    | 74                | 9.0  | 0.447         | 7.7               | LOS A            | 0.0                            | 0.0         | 0.00         | 0.48                        | 36.6              |
| Approach                        |      | 663               | 9.0  | 0.447         | 13.2              | LOS B            | 0.0                            | 0.0         | 0.00         | 0.74                        | 32.4              |
| West: I-580 Eastbound Off-Ramp  |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 5                               | L    | 189               | 9.0  | 0.443         | 19.2              | LOS C            | 2.4                            | 65.0        | 0.67         | 0.97                        | 27.2              |
| 2                               | T    | 1                 | 9.0  | 0.443         | 12.5              | LOS B            | 2.4                            | 65.0        | 0.67         | 0.86                        | 29.5              |
| 12                              | R    | 105               | 9.0  | 0.443         | 14.1              | LOS B            | 2.4                            | 65.0        | 0.67         | 0.90                        | 29.1              |
| Approach                        |      | 296               | 9.0  | 0.443         | 17.3              | LOS C            | 2.4                            | 65.0        | 0.67         | 0.94                        | 27.8              |
| All Vehicles                    |      | 1612              | 9.0  | 1.134         | 47.3              | LOS E            | 41.1                           | 1101.8      | 0.53         | 1.44                        | 18.3              |

Level of Service (LOS) Method: Delay (HCM 2000).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay per movement

Intersection and Approach LOS values are based on average delay for all vehicle movements.

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model used.

# MOVEMENT SUMMARY

Site: 10\_Old Schulte Road / Hansen Road AM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Hansen Road              |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 3                               | L    | 74                | 15.0 | 0.240         | 8.0               | LOS A            | 0.6                            | 17.6        | 0.41         | 0.90                        | 25.9              |
| 8                               | T    | 211               | 15.0 | 0.240         | 7.9               | LOS A            | 0.6                            | 17.6        | 0.40         | 0.66                        | 28.3              |
| 18                              | R    | 53                | 15.0 | 0.240         | 7.9               | LOS A            | 0.6                            | 16.6        | 0.39         | 0.78                        | 27.7              |
| Approach                        |      | 337               | 15.0 | 0.240         | 7.9               | LOS A            | 0.6                            | 17.6        | 0.40         | 0.73                        | 27.6              |
| East: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 1                               | L    | 105               | 15.0 | 0.670         | 19.3              | LOS C            | 3.1                            | 87.8        | 0.62         | 1.03                        | 24.3              |
| 6                               | T    | 589               | 15.0 | 0.670         | 19.2              | LOS C            | 3.1                            | 87.8        | 0.61         | 0.89                        | 25.8              |
| 16                              | R    | 189               | 15.0 | 0.670         | 18.9              | LOS C            | 3.0                            | 83.9        | 0.60         | 0.94                        | 25.5              |
| Approach                        |      | 884               | 15.0 | 0.670         | 19.1              | LOS C            | 3.1                            | 87.8        | 0.61         | 0.92                        | 25.5              |
| North: Hansen Road              |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 7                               | L    | 63                | 15.0 | 0.244         | 10.6              | LOS B            | 0.6                            | 17.1        | 0.54         | 0.93                        | 24.8              |
| 4                               | T    | 126               | 15.0 | 0.244         | 10.4              | LOS B            | 0.6                            | 17.1        | 0.53         | 0.74                        | 26.8              |
| 14                              | R    | 63                | 15.0 | 0.244         | 10.2              | LOS B            | 0.6                            | 16.4        | 0.52         | 0.83                        | 26.5              |
| Approach                        |      | 253               | 15.0 | 0.244         | 10.4              | LOS B            | 0.6                            | 17.1        | 0.53         | 0.81                        | 26.2              |
| West: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 5                               | L    | 189               | 15.0 | 0.245         | 7.4               | LOS A            | 0.6                            | 17.3        | 0.34         | 0.80                        | 29.3              |
| 2                               | T    | 147               | 15.0 | 0.236         | 7.4               | LOS A            | 0.6                            | 17.4        | 0.36         | 0.68                        | 32.5              |
| 12                              | R    | 32                | 15.0 | 0.236         | 7.4               | LOS A            | 0.6                            | 17.4        | 0.36         | 0.78                        | 31.7              |
| Approach                        |      | 368               | 15.0 | 0.245         | 7.4               | LOS A            | 0.6                            | 17.4        | 0.35         | 0.75                        | 30.7              |
| All Vehicles                    |      | 1842              | 15.0 | 0.670         | 13.5              | LOS B            | 3.1                            | 87.8        | 0.51         | 0.84                        | 26.9              |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).  
 Roundabout Capacity Model: US HCM 2010.  
 HCM Delay Model used. Geometric Delay not included.



# MOVEMENT SUMMARY

Site: 10\_Old Schulte Road / Hansen Road PM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |
| South: Hansen Road              |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 3                               | L    | 189               | 5.0  | 0.761         | 28.1              | LOS D            | 4.2                            | 109.9       | 0.77         | 1.11                        | 19.1              |
| 8                               | T    | 589               | 5.0  | 0.761         | 27.5              | LOS D            | 4.2                            | 109.9       | 0.76         | 1.01                        | 20.1              |
| 18                              | R    | 84                | 5.0  | 0.761         | 27.1              | LOS D            | 4.1                            | 106.5       | 0.76         | 1.05                        | 20.0              |
| Approach                        |      | 863               | 5.0  | 0.761         | 27.6              | LOS D            | 4.2                            | 109.9       | 0.77         | 1.04                        | 19.9              |
| East: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 1                               | L    | 53                | 5.0  | 0.421         | 13.3              | LOS B            | 1.4                            | 37.3        | 0.62         | 1.00                        | 26.8              |
| 6                               | T    | 347               | 5.0  | 0.421         | 13.1              | LOS B            | 1.4                            | 37.3        | 0.60         | 0.86                        | 28.8              |
| 16                              | R    | 74                | 5.0  | 0.421         | 12.8              | LOS B            | 1.4                            | 35.9        | 0.59         | 0.91                        | 28.5              |
| Approach                        |      | 474               | 5.0  | 0.421         | 13.1              | LOS B            | 1.4                            | 37.3        | 0.60         | 0.88                        | 28.5              |
| North: Hansen Road              |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 7                               | L    | 263               | 5.0  | 0.806         | 27.7              | LOS D            | 5.7                            | 148.4       | 0.78         | 1.12                        | 19.2              |
| 4                               | T    | 611               | 5.0  | 0.806         | 27.4              | LOS D            | 5.7                            | 148.4       | 0.77         | 1.02                        | 20.1              |
| 14                              | R    | 232               | 5.0  | 0.806         | 27.1              | LOS D            | 5.5                            | 142.8       | 0.76         | 1.06                        | 20.0              |
| Approach                        |      | 1105              | 5.0  | 0.806         | 27.4              | LOS D            | 5.7                            | 148.4       | 0.77         | 1.05                        | 19.8              |
| West: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |
| 5                               | L    | 74                | 5.0  | 0.713         | 25.9              | LOS D            | 3.5                            | 90.5        | 0.77         | 1.09                        | 22.1              |
| 2                               | T    | 505               | 5.0  | 0.713         | 25.5              | LOS D            | 3.5                            | 90.5        | 0.76         | 1.00                        | 23.2              |
| 12                              | R    | 179               | 5.0  | 0.713         | 24.9              | LOS C            | 3.4                            | 87.8        | 0.75         | 1.02                        | 23.1              |
| Approach                        |      | 758               | 5.0  | 0.713         | 25.4              | LOS D            | 3.5                            | 90.5        | 0.76         | 1.01                        | 23.1              |
| All Vehicles                    |      | 3200              | 5.0  | 0.806         | 24.8              | LOS C            | 5.7                            | 148.4       | 0.74         | 1.01                        | 21.6              |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).  
 Roundabout Capacity Model: US HCM 2010.  
 HCM Delay Model used. Geometric Delay not included.

# MOVEMENT SUMMARY

Site: 13\_Old Schulte Road /  
Pavillion Pkwy AM

Roundabout with 2-lane approaches and circulating road  
MUTCD (FHWA 2009) example number: 3C-6  
Roundabout Guide (TRB 2010) example number: A-7  
Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Pavillion Parkway        |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 3                               | L    | 21                | 15.0 | 0.221         | 6.8               | LOS A            | 0.6                            | 15.4        | 0.30         | 0.90                        | 26.5              |  |
| 8                               | T    | 147               | 15.0 | 0.221         | 6.8               | LOS A            | 0.6                            | 15.4        | 0.30         | 0.57                        | 29.1              |  |
| 18                              | R    | 11                | 15.0 | 0.221         | 6.8               | LOS A            | 0.6                            | 15.4        | 0.30         | 0.67                        | 28.5              |  |
| Approach                        |      | 179               | 15.0 | 0.221         | 6.8               | LOS A            | 0.6                            | 15.4        | 0.30         | 0.62                        | 28.7              |  |
| East: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 1                               | L    | 11                | 15.0 | 0.430         | 9.8               | LOS A            | 1.4                            | 38.6        | 0.36         | 0.91                        | 28.3              |  |
| 6                               | T    | 632               | 15.0 | 0.430         | 9.8               | LOS A            | 1.4                            | 38.6        | 0.35         | 0.67                        | 30.9              |  |
| 16                              | R    | 63                | 15.0 | 0.430         | 9.8               | LOS A            | 1.3                            | 36.5        | 0.34         | 0.76                        | 30.2              |  |
| Approach                        |      | 705               | 15.0 | 0.430         | 9.8               | LOS A            | 1.4                            | 38.6        | 0.35         | 0.68                        | 30.8              |  |
| North: Pavillion Parkway        |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 7                               | L    | 11                | 15.0 | 0.384         | 12.0              | LOS B            | 1.1                            | 30.5        | 0.53         | 0.98                        | 24.3              |  |
| 4                               | T    | 116               | 15.0 | 0.384         | 12.0              | LOS B            | 1.1                            | 30.5        | 0.53         | 0.77                        | 26.1              |  |
| 14                              | R    | 95                | 15.0 | 0.384         | 12.0              | LOS B            | 1.1                            | 30.5        | 0.53         | 0.83                        | 25.7              |  |
| Approach                        |      | 221               | 15.0 | 0.384         | 12.0              | LOS B            | 1.1                            | 30.5        | 0.53         | 0.81                        | 25.8              |  |
| West: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 5                               | L    | 42                | 15.0 | 0.139         | 5.5               | LOS A            | 0.3                            | 9.6         | 0.22         | 0.83                        | 30.5              |  |
| 2                               | T    | 189               | 15.0 | 0.139         | 5.5               | LOS A            | 0.3                            | 9.6         | 0.21         | 0.58                        | 33.9              |  |
| 12                              | R    | 11                | 15.0 | 0.139         | 5.5               | LOS A            | 0.3                            | 9.0         | 0.21         | 0.71                        | 33.0              |  |
| Approach                        |      | 242               | 15.0 | 0.139         | 5.5               | LOS A            | 0.3                            | 9.6         | 0.21         | 0.63                        | 33.2              |  |
| All Vehicles                    |      | 1347              | 15.0 | 0.430         | 9.0               | LOS A            | 1.4                            | 38.6        | 0.35         | 0.68                        | 30.0              |  |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

# MOVEMENT SUMMARY

Site: 13\_Old Schulte Road / Pavillion Pkwy PM

Roundabout with 2-lane approaches and circulating road  
 MUTCD (FHWA 2009) example number: 3C-6  
 Roundabout Guide (TRB 2010) example number: A-7  
 Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Pavillion Parkway        |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 3                               | L    | 11                | 5.0  | 0.238         | 9.4               | LOS A            | 0.6                            | 16.4        | 0.53         | 0.97                        | 25.5              |  |
| 8                               | T    | 116               | 5.0  | 0.238         | 9.4               | LOS A            | 0.6                            | 16.4        | 0.53         | 0.75                        | 27.6              |  |
| 18                              | R    | 11                | 5.0  | 0.238         | 9.4               | LOS A            | 0.6                            | 16.4        | 0.53         | 0.82                        | 27.2              |  |
| Approach                        |      | 137               | 5.0  | 0.238         | 9.4               | LOS A            | 0.6                            | 16.4        | 0.53         | 0.78                        | 27.4              |  |
| East: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 1                               | L    | 11                | 5.0  | 0.267         | 6.8               | LOS A            | 0.8                            | 21.4        | 0.31         | 0.90                        | 29.9              |  |
| 6                               | T    | 463               | 5.0  | 0.267         | 6.8               | LOS A            | 0.8                            | 21.4        | 0.30         | 0.64                        | 33.0              |  |
| 16                              | R    | 11                | 5.0  | 0.267         | 6.7               | LOS A            | 0.8                            | 20.2        | 0.29         | 0.74                        | 32.2              |  |
| Approach                        |      | 484               | 5.0  | 0.267         | 6.8               | LOS A            | 0.8                            | 21.4        | 0.30         | 0.65                        | 32.9              |  |
| North: Pavillion Parkway        |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 7                               | L    | 11                | 5.0  | 0.531         | 12.7              | LOS B            | 2.2                            | 56.9        | 0.54         | 1.02                        | 24.1              |  |
| 4                               | T    | 358               | 5.0  | 0.531         | 12.7              | LOS B            | 2.2                            | 56.9        | 0.54         | 0.80                        | 25.9              |  |
| 14                              | R    | 32                | 5.0  | 0.531         | 12.7              | LOS B            | 2.2                            | 56.9        | 0.54         | 0.86                        | 25.5              |  |
| Approach                        |      | 400               | 5.0  | 0.531         | 12.7              | LOS B            | 2.2                            | 56.9        | 0.54         | 0.81                        | 25.8              |  |
| West: Old Schulte Road          |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 5                               | L    | 95                | 5.0  | 0.537         | 12.3              | LOS B            | 2.4                            | 62.3        | 0.52         | 0.99                        | 27.2              |  |
| 2                               | T    | 747               | 5.0  | 0.537         | 12.2              | LOS B            | 2.4                            | 62.3        | 0.51         | 0.82                        | 29.4              |  |
| 12                              | R    | 21                | 5.0  | 0.537         | 12.1              | LOS B            | 2.3                            | 59.2        | 0.50         | 0.89                        | 28.9              |  |
| Approach                        |      | 863               | 5.0  | 0.537         | 12.2              | LOS B            | 2.4                            | 62.3        | 0.51         | 0.84                        | 29.1              |  |
| All Vehicles                    |      | 1884              | 5.0  | 0.537         | 10.7              | LOS B            | 2.4                            | 62.3        | 0.46         | 0.78                        | 29.1              |  |

Level of Service (LOS) Method: Delay & v/c (HCM 2010).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).  
 Roundabout Capacity Model: US HCM 2010.  
 HCM Delay Model used. Geometric Delay not included.

# MOVEMENT SUMMARY

Site: 111\_Capital Parks Dr /  
Commerce Way AM

Roundabout with 2-lane approaches and circulating road  
MUTCD (FHWA 2009) example number: 3C-6  
Roundabout Guide (TRB 2010) example number: A-7  
Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Commerce Way             |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 3                               | L    | 11                | 10.0 | 0.025         | 6.2               | LOS A            | 0.1                            | 1.6         | 0.43         | 0.84                        | 26.7              |  |
| 8                               | T    | 11                | 10.0 | 0.025         | 6.1               | LOS A            | 0.1                            | 1.6         | 0.42         | 0.63                        | 29.3              |  |
| 18                              | R    | 11                | 10.0 | 0.025         | 6.0               | LOS A            | 0.1                            | 1.5         | 0.41         | 0.73                        | 28.7              |  |
| Approach                        |      | 32                | 10.0 | 0.025         | 6.1               | LOS A            | 0.1                            | 1.6         | 0.42         | 0.73                        | 28.2              |  |
| East: Capital Parks Drive       |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 1                               | L    | 11                | 10.0 | 0.106         | 6.3               | LOS A            | 0.3                            | 7.2         | 0.40         | 0.93                        | 30.2              |  |
| 6                               | T    | 63                | 10.0 | 0.106         | 6.3               | LOS A            | 0.3                            | 7.2         | 0.40         | 0.72                        | 33.2              |  |
| 16                              | R    | 105               | 10.0 | 0.148         | 6.7               | LOS A            | 0.4                            | 9.7         | 0.39         | 0.78                        | 31.9              |  |
| Approach                        |      | 179               | 10.0 | 0.148         | 6.5               | LOS A            | 0.4                            | 9.7         | 0.39         | 0.77                        | 32.3              |  |
| North: Commerce Way             |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 7                               | L    | 158               | 10.0 | 0.180         | 5.6               | LOS A            | 0.6                            | 17.4        | 0.22         | 0.69                        | 26.8              |  |
| 4                               | T    | 11                | 10.0 | 0.180         | 5.6               | LOS A            | 0.6                            | 17.4        | 0.22         | 0.44                        | 29.7              |  |
| 14                              | R    | 642               | 10.0 | 0.427         | 0.1               | X                | X                              | X           | X            | 0.55                        | 33.3              |  |
| Approach                        |      | 811               | 10.0 | 0.427         | 1.2               | LOS A            | 0.6                            | 17.4        | 0.05         | 0.57                        | 31.7              |  |
| West: Capital Parks Drive       |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 5                               | L    | 453               | 10.0 | 0.270         | 7.2               | LOS A            | 1.0                            | 27.4        | 0.36         | 0.75                        | 29.4              |  |
| 2                               | T    | 21                | 10.0 | 0.038         | 4.6               | LOS A            | 0.1                            | 3.1         | 0.30         | 0.57                        | 34.4              |  |
| 12                              | R    | 11                | 10.0 | 0.038         | 4.6               | LOS A            | 0.1                            | 3.1         | 0.30         | 0.71                        | 33.4              |  |
| Approach                        |      | 484               | 10.0 | 0.270         | 7.0               | LOS A            | 1.0                            | 27.4        | 0.36         | 0.74                        | 29.7              |  |
| All Vehicles                    |      | 1505              | 10.0 | 0.427         | 3.8               | LOS A            | 1.0                            | 27.4        | 0.20         | 0.65                        | 31.0              |  |

X: Not applicable for Continuous movement.

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

# MOVEMENT SUMMARY

Site: 111\_Capital Parks Dr /  
Commerce Way PM

Roundabout with 2-lane approaches and circulating road  
MUTCD (FHWA 2009) example number: 3C-6  
Roundabout Guide (TRB 2010) example number: A-7  
Roundabout

| Movement Performance - Vehicles |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
|---------------------------------|------|-------------------|------|---------------|-------------------|------------------|--------------------------------|-------------|--------------|-----------------------------|-------------------|--|
| Mov ID                          | Turn | Demand Flow veh/h | HV % | Deg. Satn v/c | Average Delay sec | Level of Service | 95% Back of Queue Vehicles veh | Distance ft | Prop. Queued | Effective Stop Rate per veh | Average Speed mph |  |
| South: Commerce Way             |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 3                               | L    | 11                | 5.0  | 0.040         | 9.9               | LOS A            | 0.1                            | 2.5         | 0.65         | 0.93                        | 25.0              |  |
| 8                               | T    | 11                | 5.0  | 0.040         | 9.6               | LOS A            | 0.1                            | 2.5         | 0.64         | 0.80                        | 27.1              |  |
| 18                              | R    | 11                | 5.0  | 0.040         | 9.3               | LOS A            | 0.1                            | 2.4         | 0.63         | 0.86                        | 26.9              |  |
| Approach                        |      | 32                | 5.0  | 0.040         | 9.6               | LOS A            | 0.1                            | 2.5         | 0.64         | 0.86                        | 26.3              |  |
| East: Capital Parks Drive       |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 1                               | L    | 11                | 5.0  | 0.152         | 9.5               | LOS A            | 0.4                            | 10.3        | 0.59         | 0.97                        | 28.7              |  |
| 6                               | T    | 63                | 5.0  | 0.152         | 9.5               | LOS A            | 0.4                            | 10.3        | 0.59         | 0.82                        | 31.0              |  |
| 16                              | R    | 284               | 5.0  | 0.555         | 18.2              | LOS C            | 2.1                            | 53.3        | 0.70         | 0.96                        | 25.6              |  |
| Approach                        |      | 358               | 5.0  | 0.555         | 16.4              | LOS C            | 2.1                            | 53.3        | 0.68         | 0.93                        | 26.5              |  |
| North: Commerce Way             |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 7                               | L    | 211               | 5.0  | 0.225         | 5.8               | LOS A            | 0.9                            | 23.2        | 0.23         | 0.69                        | 26.7              |  |
| 4                               | T    | 11                | 5.0  | 0.225         | 5.8               | LOS A            | 0.9                            | 23.2        | 0.23         | 0.44                        | 29.5              |  |
| 14                              | R    | 705               | 5.0  | 0.453         | 0.1               | X                | X                              | X           | X            | 0.55                        | 33.3              |  |
| Approach                        |      | 926               | 5.0  | 0.453         | 1.5               | LOS A            | 0.9                            | 23.2        | 0.06         | 0.58                        | 31.5              |  |
| West: Capital Parks Drive       |      |                   |      |               |                   |                  |                                |             |              |                             |                   |  |
| 5                               | L    | 989               | 5.0  | 0.589         | 13.2              | LOS B            | 3.7                            | 95.8        | 0.58         | 0.83                        | 26.4              |  |
| 2                               | T    | 105               | 5.0  | 0.138         | 5.7               | LOS A            | 0.5                            | 12.5        | 0.36         | 0.64                        | 33.7              |  |
| 12                              | R    | 11                | 5.0  | 0.138         | 5.7               | LOS A            | 0.5                            | 12.5        | 0.36         | 0.76                        | 32.9              |  |
| Approach                        |      | 1105              | 5.0  | 0.589         | 12.4              | LOS B            | 3.7                            | 95.8        | 0.55         | 0.81                        | 27.0              |  |
| All Vehicles                    |      | 2421              | 5.0  | 0.589         | 8.8               | LOS A            | 3.7                            | 95.8        | 0.38         | 0.74                        | 28.4              |  |

X: Not applicable for Continuous movement.

Level of Service (LOS) Method: Delay & v/c (HCM 2010).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).

Roundabout Capacity Model: US HCM 2010.

HCM Delay Model used. Geometric Delay not included.

# **Appendix E**

## **HCM Freeway Calculations**

**HCM 2000**  
**Basic Freeway Segments**  
**Capacity Analysis**

Jurisdiction Tracy, CA Agency or Company \_\_\_\_\_  
 Analysis Year Existing Date 2/7/2013  
 Analyst LR Project Description Cordes Ranch Specific Plan EIR

| General Information   |          |   | Flow Rate Calculation |      |       |         |                 |      |                |                |                 |                |                                      | Speed Calculation     |              |            | Results                |                     |
|-----------------------|----------|---|-----------------------|------|-------|---------|-----------------|------|----------------|----------------|-----------------|----------------|--------------------------------------|-----------------------|--------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph)       | PHF  | Lanes | Terrain | Truck/<br>Bus % | RV % | E <sub>T</sub> | E <sub>R</sub> | f <sub>HV</sub> | f <sub>P</sub> | Flow Rate<br>v <sub>P</sub> (pcphpl) | Measured<br>FFS (mph) | FFS<br>(mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| E                     | I-205 EB | West of MHP                             | 2300                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 908                                  | 65.0                  | 65.0         | 65.0       | 14.0                   | B                   |
| E                     | I-205 WB | West of MHP                             | 4180                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,650                                | 65.0                  | 65.0         | 64.7       | 25.5                   | C                   |
| E                     | I-205 EB | MHP to Tracy Boulevard                  | 2340                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 922                                  | 65.0                  | 65.0         | 65.0       | 14.2                   | B                   |
| E                     | I-205 WB | MHP to Tracy Boulevard                  | 4390                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,730                                | 65.0                  | 65.0         | 64.4       | 26.9                   | D                   |
| E                     | I-205 EB | East of Tracy Boulevard                 | 2620                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,030                                | 65.0                  | 65.0         | 65.0       | 15.9                   | B                   |
| E                     | I-205 WB | East of Tracy Boulevard                 | 3750                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,475                                | 65.0                  | 65.0         | 65.0       | 22.7                   | C                   |
| E                     | I-580 EB | West of I-205 Interchange               | 3,140                 | 0.88 | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 977                                  | 65.0                  | 65.0         | 65.0       | 15.0                   | B                   |
| E                     | I-580 WB | West of I-205 Interchange               | 6,430                 | 0.88 | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,600                                | 65.0                  | 65.0         | 64.9       | 24.7                   | C                   |
| E                     | I-580 EB | West of Patterson Pass Road             | 840                   | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 522                                  | 65.0                  | 65.0         | 65.0       | 8.0                    | A                   |
| E                     | I-580 WB | West of Patterson Pass Road             | 2250                  | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,398                                | 65.0                  | 65.0         | 65.0       | 21.5                   | C                   |
| E                     | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 840                   | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 528                                  | 65.0                  | 65.0         | 65.0       | 8.1                    | A                   |
| E                     | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 2220                  | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,396                                | 65.0                  | 65.0         | 65.0       | 21.5                   | C                   |
| E                     | I-580 EB | East of Corral Hollow Road              | 840                   | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 535                                  | 65.0                  | 65.0         | 65.0       | 8.2                    | A                   |
| E                     | I-580 WB | East of Corral Hollow Road              | 1670                  | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,063                                | 65.0                  | 65.0         | 65.0       | 16.4                   | B                   |
| E+P1                  | I-205 EB | West of MHP                             | 2470                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 975                                  | 65.0                  | 65.0         | 65.0       | 15.0                   | B                   |
| E+P1                  | I-205 WB | West of MHP                             | 4230                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,670                                | 65.0                  | 65.0         | 64.7       | 25.8                   | C                   |
| E+P1                  | I-205 EB | MHP to Tracy Boulevard                  | 2470                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 973                                  | 65.0                  | 65.0         | 65.0       | 15.0                   | B                   |
| E+P1                  | I-205 WB | MHP to Tracy Boulevard                  | 4850                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,911                                | 65.0                  | 65.0         | 62.8       | 30.5                   | D                   |
| E+P1                  | I-205 EB | East of Tracy Boulevard                 | 2790                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,097                                | 65.0                  | 65.0         | 65.0       | 16.9                   | B                   |
| E+P1                  | I-205 WB | East of Tracy Boulevard                 | 4390                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,726                                | 65.0                  | 65.0         | 64.4       | 26.8                   | D                   |
| E+P1                  | I-580 EB | West of I-205 Interchange               | 3,450                 | 0.88 | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,073                                | 65.0                  | 65.0         | 65.0       | 16.5                   | B                   |
| E+P1                  | I-580 WB | West of I-205 Interchange               | 6,510                 | 0.88 | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,620                                | 65.0                  | 65.0         | 64.8       | 25.0                   | C                   |
| E+P1                  | I-580 EB | West of Patterson Pass Road             | 980                   | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 609                                  | 65.0                  | 65.0         | 65.0       | 9.4                    | A                   |
| E+P1                  | I-580 WB | West of Patterson Pass Road             | 2280                  | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,417                                | 65.0                  | 65.0         | 65.0       | 21.8                   | C                   |
| E+P1                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 890                   | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 560                                  | 65.0                  | 65.0         | 65.0       | 8.6                    | A                   |
| E+P1                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 2420                  | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,522                                | 65.0                  | 65.0         | 65.0       | 23.4                   | C                   |
| E+P1                  | I-580 EB | East of Corral Hollow Road              | 920                   | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 586                                  | 65.0                  | 65.0         | 65.0       | 9.0                    | A                   |
| E+P1                  | I-580 WB | East of Corral Hollow Road              | 1970                  | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,254                                | 65.0                  | 65.0         | 65.0       | 19.3                   | C                   |



**HCM 2000  
Basic Freeway Segments  
Capacity Analysis**

Jurisdiction Tracy, CA Agency or Company \_\_\_\_\_  
 Analysis Year Existing Date 2/7/2013  
 Analyst LR Project Description Cordes Ranch Specific Plan EIR

| General Information   |          |   | Flow Rate Calculation |      |       |         |                 |      |                |                |                 |                |                                      | Speed Calculation     |              |            | Results                |                     |
|-----------------------|----------|---|-----------------------|------|-------|---------|-----------------|------|----------------|----------------|-----------------|----------------|--------------------------------------|-----------------------|--------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph)       | PHF  | Lanes | Terrain | Truck/<br>Bus % | RV % | E <sub>T</sub> | E <sub>R</sub> | f <sub>HV</sub> | f <sub>P</sub> | Flow Rate<br>v <sub>P</sub> (pcphpl) | Measured<br>FFS (mph) | FFS<br>(mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| E                     | I-205 EB | West of MHP                             | 2300                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 908                                  | 65.0                  | 65.0         | 65.0       | 14.0                   | B                   |
| E                     | I-205 WB | West of MHP                             | 4180                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,650                                | 65.0                  | 65.0         | 64.7       | 25.5                   | C                   |
| E                     | I-205 EB | MHP to Tracy Boulevard                  | 2340                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 922                                  | 65.0                  | 65.0         | 65.0       | 14.2                   | B                   |
| E                     | I-205 WB | MHP to Tracy Boulevard                  | 4390                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,730                                | 65.0                  | 65.0         | 64.4       | 26.9                   | D                   |
| E                     | I-205 EB | East of Tracy Boulevard                 | 2620                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,030                                | 65.0                  | 65.0         | 65.0       | 15.9                   | B                   |
| E                     | I-205 WB | East of Tracy Boulevard                 | 3750                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,475                                | 65.0                  | 65.0         | 65.0       | 22.7                   | C                   |
| E                     | I-580 EB | West of I-205 Interchange               | 3,140                 | 0.88 | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 977                                  | 65.0                  | 65.0         | 65.0       | 15.0                   | B                   |
| E                     | I-580 WB | West of I-205 Interchange               | 6,430                 | 0.88 | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,600                                | 65.0                  | 65.0         | 64.9       | 24.7                   | C                   |
| E                     | I-580 EB | West of Patterson Pass Road             | 840                   | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 522                                  | 65.0                  | 65.0         | 65.0       | 8.0                    | A                   |
| E                     | I-580 WB | West of Patterson Pass Road             | 2250                  | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,398                                | 65.0                  | 65.0         | 65.0       | 21.5                   | C                   |
| E                     | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 840                   | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 528                                  | 65.0                  | 65.0         | 65.0       | 8.1                    | A                   |
| E                     | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 2220                  | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,396                                | 65.0                  | 65.0         | 65.0       | 21.5                   | C                   |
| E                     | I-580 EB | East of Corral Hollow Road              | 840                   | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 535                                  | 65.0                  | 65.0         | 65.0       | 8.2                    | A                   |
| E                     | I-580 WB | East of Corral Hollow Road              | 1670                  | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,063                                | 65.0                  | 65.0         | 65.0       | 16.4                   | B                   |
| E+BO                  | I-205 EB | West of MHP                             | 3130                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,236                                | 65.0                  | 65.0         | 65.0       | 19.0                   | C                   |
| E+BO                  | I-205 WB | West of MHP                             | 4350                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,717                                | 65.0                  | 65.0         | 64.5       | 26.6                   | D                   |
| E+BO                  | I-205 EB | MHP to Tracy Boulevard                  | 2900                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,143                                | 65.0                  | 65.0         | 65.0       | 17.6                   | B                   |
| E+BO                  | I-205 WB | MHP to Tracy Boulevard                  | 6370                  | 0.90 | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,510                                | 65.0                  | 65.0         | -          | -                      | F                   |
| E+BO                  | I-205 EB | East of Tracy Boulevard                 | 3180                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,251                                | 65.0                  | 65.0         | 65.0       | 19.2                   | C                   |
| E+BO                  | I-205 WB | East of Tracy Boulevard                 | 6390                  | 0.90 | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 2,513                                | 65.0                  | 65.0         | -          | -                      | F                   |
| E+BO                  | I-580 EB | West of I-205 Interchange               | 4,400                 | 0.88 | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,369                                | 65.0                  | 65.0         | 65.0       | 21.1                   | C                   |
| E+BO                  | I-580 WB | West of I-205 Interchange               | 6,690                 | 0.88 | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,665                                | 65.0                  | 65.0         | 64.7       | 25.7                   | C                   |
| E+BO                  | I-580 EB | West of Patterson Pass Road             | 1270                  | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 789                                  | 65.0                  | 65.0         | 65.0       | 12.1                   | B                   |
| E+BO                  | I-580 WB | West of Patterson Pass Road             | 2340                  | 0.86 | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,454                                | 65.0                  | 65.0         | 65.0       | 22.4                   | C                   |
| E+BO                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 1020                  | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 642                                  | 65.0                  | 65.0         | 65.0       | 9.9                    | A                   |
| E+BO                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 3090                  | 0.86 | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,944                                | 65.0                  | 65.0         | 62.3       | 31.2                   | D                   |
| E+BO                  | I-580 EB | East of Corral Hollow Road              | 1100                  | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 700                                  | 65.0                  | 65.0         | 65.0       | 10.8                   | A                   |
| E+BO                  | I-580 WB | East of Corral Hollow Road              | 2930                  | 0.86 | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,866                                | 65.0                  | 65.0         | 63.3       | 29.5                   | D                   |



**HCM 2000**  
**Basic Freeway Segments**  
**Capacity Analysis**

Jurisdiction Tracy, CA Agency or Company \_\_\_\_\_  
 Analysis Year Existing Date 2/7/2013  
 Analyst LR Project Description Cordes Ranch Specific Plan EIR

| General Information   |          |   |                 | Flow Rate Calculation |       |         |                 |      |                |                |                 |                |                                      | Speed Calculation     |            | Results                |                     |
|-----------------------|----------|---|-----------------|-----------------------|-------|---------|-----------------|------|----------------|----------------|-----------------|----------------|--------------------------------------|-----------------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph) | PHF                   | Lanes | Terrain | Truck/<br>Bus % | RV % | E <sub>T</sub> | E <sub>R</sub> | f <sub>HV</sub> | f <sub>P</sub> | Flow Rate<br>v <sub>P</sub> (pcphpl) | Measured<br>FFS (mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| E                     | I-205 EB | West of MHP                             | 4910            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,928                                | 65.0                  | 62.5       | 30.8                   | D                   |
| E                     | I-205 WB | West of MHP                             | 2390            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 938                                  | 65.0                  | 65.0       | 14.4                   | B                   |
| E                     | I-205 EB | MHP to Tracy Boulevard                  | 4980            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,951                                | 65.0                  | 62.2       | 31.4                   | D                   |
| E                     | I-205 WB | MHP to Tracy Boulevard                  | 2690            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,054                                | 65.0                  | 65.0       | 16.2                   | B                   |
| E                     | I-205 EB | East of Tracy Boulevard                 | 4320            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,689                                | 65.0                  | 64.6       | 26.2                   | D                   |
| E                     | I-205 WB | East of Tracy Boulevard                 | 2620            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,025                                | 65.0                  | 65.0       | 15.8                   | B                   |
| E                     | I-580 EB | West of I-205 Interchange               | 6,960           | 0.91                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,082                                | 65.0                  | 59.9       | 34.8                   | D                   |
| E                     | I-580 WB | West of I-205 Interchange               | 3,140           | 0.91                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 751                                  | 65.0                  | 65.0       | 11.6                   | B                   |
| E                     | I-580 EB | West of Patterson Pass Road             | 2050            | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,184                                | 65.0                  | 65.0       | 18.2                   | C                   |
| E                     | I-580 WB | West of Patterson Pass Road             | 750             | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 433                                  | 65.0                  | 65.0       | 6.7                    | A                   |
| E                     | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 2040            | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,193                                | 65.0                  | 65.0       | 18.3                   | C                   |
| E                     | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 720             | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 421                                  | 65.0                  | 65.0       | 6.5                    | A                   |
| E                     | I-580 EB | East of Corral Hollow Road              | 1650            | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 976                                  | 65.0                  | 65.0       | 15.0                   | B                   |
| E                     | I-580 WB | East of Corral Hollow Road              | 760             | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 450                                  | 65.0                  | 65.0       | 6.9                    | A                   |
| E+P1                  | I-205 EB | West of MHP                             | 5010            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,967                                | 65.0                  | 62.0       | 31.7                   | D                   |
| E+P1                  | I-205 WB | West of MHP                             | 2600            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,021                                | 65.0                  | 65.0       | 15.7                   | B                   |
| E+P1                  | I-205 EB | MHP to Tracy Boulevard                  | 5540            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,171                                | 65.0                  | 57.8       | 37.5                   | E                   |
| E+P1                  | I-205 WB | MHP to Tracy Boulevard                  | 2950            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,156                                | 65.0                  | 65.0       | 17.8                   | B                   |
| E+P1                  | I-205 EB | East of Tracy Boulevard                 | 5040            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,971                                | 65.0                  | 61.9       | 31.8                   | D                   |
| E+P1                  | I-205 WB | East of Tracy Boulevard                 | 2920            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,142                                | 65.0                  | 65.0       | 17.6                   | B                   |
| E+P1                  | I-580 EB | West of I-205 Interchange               | 7,100           | 0.91                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,124                                | 65.0                  | 59.0       | 36.0                   | E                   |
| E+P1                  | I-580 WB | West of I-205 Interchange               | 3,480           | 0.91                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 833                                  | 65.0                  | 65.0       | 12.8                   | B                   |
| E+P1                  | I-580 EB | West of Patterson Pass Road             | 2090            | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,207                                | 65.0                  | 65.0       | 18.6                   | C                   |
| E+P1                  | I-580 WB | West of Patterson Pass Road             | 880             | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 508                                  | 65.0                  | 65.0       | 7.8                    | A                   |
| E+P1                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 2280            | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,333                                | 65.0                  | 65.0       | 20.5                   | C                   |
| E+P1                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 830             | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 485                                  | 65.0                  | 65.0       | 7.5                    | A                   |
| E+P1                  | I-580 EB | East of Corral Hollow Road              | 2000            | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,184                                | 65.0                  | 65.0       | 18.2                   | C                   |
| E+P1                  | I-580 WB | East of Corral Hollow Road              | 910             | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 539                                  | 65.0                  | 65.0       | 8.3                    | A                   |

**HCM 2000**  
**Basic Freeway Segments**  
**Capacity Analysis**

Jurisdiction Tracy, CA Agency or Company \_\_\_\_\_  
 Analysis Year Existing Date 2/7/2013  
 Analyst LR Project Description Cordes Ranch Specific Plan EIR

| General Information   |          |   |                 | Flow Rate Calculation |       |         |                 |      |                |                |                 |                |                                      | Speed Calculation     |            | Results                |                     |
|-----------------------|----------|---|-----------------|-----------------------|-------|---------|-----------------|------|----------------|----------------|-----------------|----------------|--------------------------------------|-----------------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph) | PHF                   | Lanes | Terrain | Truck/<br>Bus % | RV % | E <sub>T</sub> | E <sub>R</sub> | f <sub>HV</sub> | f <sub>P</sub> | Flow Rate<br>v <sub>P</sub> (pcphpl) | Measured<br>FFS (mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| E                     | I-205 EB | West of MHP                             | 4910            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,928                                | 65.0                  | 62.5       | 30.8                   | D                   |
| E                     | I-205 WB | West of MHP                             | 2390            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 938                                  | 65.0                  | 65.0       | 14.4                   | B                   |
| E                     | I-205 EB | MHP to Tracy Boulevard                  | 4980            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,951                                | 65.0                  | 62.2       | 31.4                   | D                   |
| E                     | I-205 WB | MHP to Tracy Boulevard                  | 2690            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,054                                | 65.0                  | 65.0       | 16.2                   | B                   |
| E                     | I-205 EB | East of Tracy Boulevard                 | 4320            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,689                                | 65.0                  | 64.6       | 26.2                   | D                   |
| E                     | I-205 WB | East of Tracy Boulevard                 | 2620            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,025                                | 65.0                  | 65.0       | 15.8                   | B                   |
| E                     | I-580 EB | West of I-205 Interchange               | 6,960           | 0.91                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,082                                | 65.0                  | 59.9       | 34.8                   | D                   |
| E                     | I-580 WB | West of I-205 Interchange               | 3,140           | 0.91                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 751                                  | 65.0                  | 65.0       | 11.6                   | B                   |
| E                     | I-580 EB | West of Patterson Pass Road             | 2050            | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,184                                | 65.0                  | 65.0       | 18.2                   | C                   |
| E                     | I-580 WB | West of Patterson Pass Road             | 750             | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 433                                  | 65.0                  | 65.0       | 6.7                    | A                   |
| E                     | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 2040            | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,193                                | 65.0                  | 65.0       | 18.3                   | C                   |
| E                     | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 720             | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 421                                  | 65.0                  | 65.0       | 6.5                    | A                   |
| E                     | I-580 EB | East of Corral Hollow Road              | 1650            | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 976                                  | 65.0                  | 65.0       | 15.0                   | B                   |
| E                     | I-580 WB | East of Corral Hollow Road              | 760             | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 450                                  | 65.0                  | 65.0       | 6.9                    | A                   |
| E+BO                  | I-205 EB | West of MHP                             | 5220            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 2,049                                | 65.0                  | 60.6       | 33.8                   | D                   |
| E+BO                  | I-205 WB | West of MHP                             | 3210            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,260                                | 65.0                  | 65.0       | 19.4                   | C                   |
| E+BO                  | I-205 EB | MHP to Tracy Boulevard                  | 6970            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,731                                | 65.0                  | -          | -                      | F                   |
| E+BO                  | I-205 WB | MHP to Tracy Boulevard                  | 3520            | 0.90                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,379                                | 65.0                  | 65.0       | 21.2                   | C                   |
| E+BO                  | I-205 EB | East of Tracy Boulevard                 | 6870            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 2,687                                | 65.0                  | -          | -                      | F                   |
| E+BO                  | I-205 WB | East of Tracy Boulevard                 | 3520            | 0.90                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 1,377                                | 65.0                  | 65.0       | 21.2                   | C                   |
| E+BO                  | I-580 EB | West of I-205 Interchange               | 7,390           | 0.91                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,211                                | 65.0                  | 56.8       | 39.0                   | E                   |
| E+BO                  | I-580 WB | West of I-205 Interchange               | 4,350           | 0.91                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,041                                | 65.0                  | 65.0       | 16.0                   | B                   |
| E+BO                  | I-580 EB | West of Patterson Pass Road             | 2170            | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,253                                | 65.0                  | 65.0       | 19.3                   | C                   |
| E+BO                  | I-580 WB | West of Patterson Pass Road             | 1140            | 0.92                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 658                                  | 65.0                  | 65.0       | 10.1                   | A                   |
| E+BO                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 2900            | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,695                                | 65.0                  | 64.6       | 26.3                   | D                   |
| E+BO                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 1040            | 0.92                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 608                                  | 65.0                  | 65.0       | 9.4                    | A                   |
| E+BO                  | I-580 EB | East of Corral Hollow Road              | 2860            | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,692                                | 65.0                  | 64.6       | 26.2                   | D                   |
| E+BO                  | I-580 WB | East of Corral Hollow Road              | 1190            | 0.92                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 704                                  | 65.0                  | 65.0       | 10.8                   | A                   |

**HCM 2000  
Basic Freeway Segments  
Capacity Analysis**

Jurisdiction Tracy, CA Agency or Company \_\_\_\_\_  
 Analysis Year 2035 Date 2/7/2013  
 Analyst LR Project Description Cordes Ranch Specific Plan EIR

| General Information   |          |   |                 | Flow Rate Calculation |       |         |                 |      |                |                |                 |                |                                      | Speed Calculation     |            | Results                |                     |
|-----------------------|----------|---|-----------------|-----------------------|-------|---------|-----------------|------|----------------|----------------|-----------------|----------------|--------------------------------------|-----------------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph) | PHF                   | Lanes | Terrain | Truck/<br>Bus % | RV % | E <sub>T</sub> | E <sub>R</sub> | f <sub>HV</sub> | f <sub>P</sub> | Flow Rate<br>v <sub>p</sub> (pcphpl) | Measured<br>FFS (mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| 2035                  | I-205 EB | West of MHP                             | 3330            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,239                                | 65.0                  | 65.0       | 19.1                   | C                   |
| 2035                  | I-205 WB | West of MHP                             | 4590            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,707                                | 65.0                  | 64.5       | 26.5                   | D                   |
| 2035                  | I-205 EB | MHP to Tracy Boulevard                  | 4480            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,663                                | 65.0                  | 64.7       | 25.7                   | C                   |
| 2035                  | I-205 WB | MHP to Tracy Boulevard                  | 4820            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,789                                | 65.0                  | 64.0       | 28.0                   | D                   |
| 2035                  | I-205 EB | East of Tracy Boulevard                 | 6070            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 2,249                                | 65.0                  | 55.6       | 40.4                   | E                   |
| 2035                  | I-205 WB | East of Tracy Boulevard                 | 6800            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 2,519                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-580 EB | West of I-205 Interchange               | 4,260           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,221                                | 65.0                  | 65.0       | 18.8                   | C                   |
| 2035                  | I-580 WB | West of I-205 Interchange               | 7,070           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,621                                | 65.0                  | 64.8       | 25.0                   | C                   |
| 2035                  | I-580 EB | West of Patterson Pass Road             | 930             | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 520                                  | 65.0                  | 65.0       | 8.0                    | A                   |
| 2035                  | I-580 WB | West of Patterson Pass Road             | 2480            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,387                                | 65.0                  | 65.0       | 21.3                   | C                   |
| 2035                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 920             | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 521                                  | 65.0                  | 65.0       | 8.0                    | A                   |
| 2035                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 2450            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,387                                | 65.0                  | 65.0       | 21.3                   | C                   |
| 2035                  | I-580 EB | East of Corral Hollow Road              | 920             | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 527                                  | 65.0                  | 65.0       | 8.1                    | A                   |
| 2035                  | I-580 WB | East of Corral Hollow Road              | 1840            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,054                                | 65.0                  | 65.0       | 16.2                   | B                   |
| 2035+P1               | I-205 EB | West of MHP                             | 3430            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,276                                | 65.0                  | 65.0       | 19.6                   | C                   |
| 2035+P1               | I-205 WB | West of MHP                             | 4640            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,726                                | 65.0                  | 64.4       | 26.8                   | D                   |
| 2035+P1               | I-205 EB | MHP to Tracy Boulevard                  | 4610            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,711                                | 65.0                  | 64.5       | 26.5                   | D                   |
| 2035+P1               | I-205 WB | MHP to Tracy Boulevard                  | 5290            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 1,964                                | 65.0                  | 62.0       | 31.7                   | D                   |
| 2035+P1               | I-205 EB | East of Tracy Boulevard                 | 6240            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 2,312                                | 65.0                  | 53.6       | 43.1                   | E                   |
| 2035+P1               | I-205 WB | East of Tracy Boulevard                 | 7540            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 2,794                                | 65.0                  | -          | -                      | F                   |
| 2035+P1               | I-580 EB | West of I-205 Interchange               | 4,490           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,287                                | 65.0                  | 65.0       | 19.8                   | C                   |
| 2035+P1               | I-580 WB | West of I-205 Interchange               | 7,150           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,639                                | 65.0                  | 64.8       | 25.3                   | C                   |
| 2035+P1               | I-580 EB | West of Patterson Pass Road             | 1060            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 593                                  | 65.0                  | 65.0       | 9.1                    | A                   |
| 2035+P1               | I-580 WB | West of Patterson Pass Road             | 2510            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,404                                | 65.0                  | 65.0       | 21.6                   | C                   |
| 2035+P1               | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 970             | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 549                                  | 65.0                  | 65.0       | 8.4                    | A                   |
| 2035+P1               | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 2640            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,495                                | 65.0                  | 65.0       | 23.0                   | C                   |
| 2035+P1               | I-580 EB | East of Corral Hollow Road              | 1000            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 573                                  | 65.0                  | 65.0       | 8.8                    | A                   |
| 2035+P1               | I-580 WB | East of Corral Hollow Road              | 2140            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,226                                | 65.0                  | 65.0       | 18.9                   | C                   |

**HCM 2000  
Basic Freeway Segments  
Capacity Analysis**

Jurisdiction Tracy, CA Agency or Company \_\_\_\_\_  
 Analysis Year 2035 Date 2/7/2013  
 Analyst LR Project Description Cordes Ranch Specific Plan EIR

| General Information   |          |   |                 | Flow Rate Calculation |       |         |                 |      |       |       |          |       |                             | Speed Calculation     |              |            | Results                |                     |
|-----------------------|----------|---|-----------------|-----------------------|-------|---------|-----------------|------|-------|-------|----------|-------|-----------------------------|-----------------------|--------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph) | PHF                   | Lanes | Terrain | Truck/<br>Bus % | RV % | $E_T$ | $E_R$ | $f_{HV}$ | $f_P$ | Flow Rate<br>$v_p$ (pcphpl) | Measured<br>FFS (mph) | FFS<br>(mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| 2035                  | I-205 EB | West of MHP                             | 3330            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.943    | 1.00  | 1,239                       | 65.0                  | 65.0         | 65.0       | 19.1                   | C                   |
| 2035                  | I-205 WB | West of MHP                             | 4590            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.943    | 1.00  | 1,707                       | 65.0                  | 65.0         | 64.5       | 26.5                   | D                   |
| 2035                  | I-205 EB | MHP to Tracy Boulevard                  | 4480            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.945    | 1.00  | 1,663                       | 65.0                  | 65.0         | 64.7       | 25.7                   | C                   |
| 2035                  | I-205 WB | MHP to Tracy Boulevard                  | 4820            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.945    | 1.00  | 1,789                       | 65.0                  | 65.0         | 64.0       | 28.0                   | D                   |
| 2035                  | I-205 EB | East of Tracy Boulevard                 | 6070            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5   | 1.2   | 0.947    | 1.00  | 2,249                       | 65.0                  | 65.0         | 55.6       | 40.4                   | E                   |
| 2035                  | I-205 WB | East of Tracy Boulevard                 | 6800            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5   | 1.2   | 0.947    | 1.00  | 2,519                       | 65.0                  | 65.0         | -          | -                      | F                   |
| 2035                  | I-580 EB | West of I-205 Interchange               | 4,260           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 1,221                       | 65.0                  | 65.0         | 65.0       | 18.8                   | C                   |
| 2035                  | I-580 WB | West of I-205 Interchange               | 7,070           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 1,621                       | 65.0                  | 65.0         | 64.8       | 25.0                   | C                   |
| 2035                  | I-580 EB | West of Patterson Pass Road             | 930             | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5   | 1.2   | 0.941    | 1.00  | 520                         | 65.0                  | 65.0         | 65.0       | 8.0                    | A                   |
| 2035                  | I-580 WB | West of Patterson Pass Road             | 2480            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5   | 1.2   | 0.941    | 1.00  | 1,387                       | 65.0                  | 65.0         | 65.0       | 21.3                   | C                   |
| 2035                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 920             | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5   | 1.2   | 0.930    | 1.00  | 521                         | 65.0                  | 65.0         | 65.0       | 8.0                    | A                   |
| 2035                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 2450            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5   | 1.2   | 0.930    | 1.00  | 1,387                       | 65.0                  | 65.0         | 65.0       | 21.3                   | C                   |
| 2035                  | I-580 EB | East of Corral Hollow Road              | 920             | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 527                         | 65.0                  | 65.0         | 65.0       | 8.1                    | A                   |
| 2035                  | I-580 WB | East of Corral Hollow Road              | 1840            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 1,054                       | 65.0                  | 65.0         | 65.0       | 16.2                   | B                   |
| 2035+BO               | I-205 EB | West of MHP                             | 4080            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.943    | 1.00  | 1,517                       | 65.0                  | 65.0         | 65.0       | 23.4                   | C                   |
| 2035+BO               | I-205 WB | West of MHP                             | 4770            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.943    | 1.00  | 1,774                       | 65.0                  | 65.0         | 64.1       | 27.7                   | D                   |
| 2035+BO               | I-205 EB | MHP to Tracy Boulevard                  | 4870            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.945    | 1.00  | 1,808                       | 65.0                  | 65.0         | 63.8       | 28.3                   | D                   |
| 2035+BO               | I-205 WB | MHP to Tracy Boulevard                  | 6810            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5   | 1.2   | 0.945    | 1.00  | 2,528                       | 65.0                  | 65.0         | -          | -                      | F                   |
| 2035+BO               | I-205 EB | East of Tracy Boulevard                 | 6430            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5   | 1.2   | 0.947    | 1.00  | 2,382                       | 65.0                  | 65.0         | -          | -                      | F                   |
| 2035+BO               | I-205 WB | East of Tracy Boulevard                 | 9540            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5   | 1.2   | 0.947    | 1.00  | 3,534                       | 65.0                  | 65.0         | -          | -                      | F                   |
| 2035+BO               | I-580 EB | West of I-205 Interchange               | 5,430           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 1,556                       | 65.0                  | 65.0         | 65.0       | 24.0                   | C                   |
| 2035+BO               | I-580 WB | West of I-205 Interchange               | 7,340           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 1,683                       | 65.0                  | 65.0         | 64.6       | 26.0                   | D                   |
| 2035+BO               | I-580 EB | West of Patterson Pass Road             | 1350            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5   | 1.2   | 0.941    | 1.00  | 755                         | 65.0                  | 65.0         | 65.0       | 11.6                   | B                   |
| 2035+BO               | I-580 WB | West of Patterson Pass Road             | 2570            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5   | 1.2   | 0.941    | 1.00  | 1,437                       | 65.0                  | 65.0         | 65.0       | 22.1                   | C                   |
| 2035+BO               | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 1110            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5   | 1.2   | 0.930    | 1.00  | 628                         | 65.0                  | 65.0         | 65.0       | 9.7                    | A                   |
| 2035+BO               | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 3310            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5   | 1.2   | 0.930    | 1.00  | 1,874                       | 65.0                  | 65.0         | 63.2       | 29.7                   | D                   |
| 2035+BO               | I-580 EB | East of Corral Hollow Road              | 1190            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 682                         | 65.0                  | 65.0         | 65.0       | 10.5                   | A                   |
| 2035+BO               | I-580 WB | East of Corral Hollow Road              | 3090            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5   | 1.2   | 0.918    | 1.00  | 1,771                       | 65.0                  | 65.0         | 64.1       | 27.6                   | D                   |



**HCM 2000**  
**Basic Freeway Segments**  
**Capacity Analysis**

Jurisdiction Tracy, CA Agency or Company \_\_\_\_\_  
 Analysis Year 2035 Date 2/7/2013  
 Analyst LR Project Description Cordes Ranch Specific Plan EIR

| General Information   |          |   |                 | Flow Rate Calculation |       |         |                 |      |                |                |                 |                |                                      | Speed Calculation     |            | Results                |                     |
|-----------------------|----------|---|-----------------|-----------------------|-------|---------|-----------------|------|----------------|----------------|-----------------|----------------|--------------------------------------|-----------------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph) | PHF                   | Lanes | Terrain | Truck/<br>Bus % | RV % | E <sub>T</sub> | E <sub>R</sub> | f <sub>HV</sub> | f <sub>P</sub> | Flow Rate<br>v <sub>p</sub> (pcphpl) | Measured<br>FFS (mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| 2035                  | I-205 EB | West of MHP                             | 5530            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 2,057                                | 65.0                  | 60.4       | 34.0                   | D                   |
| 2035                  | I-205 WB | West of MHP                             | 4990            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,856                                | 65.0                  | 63.4       | 29.3                   | D                   |
| 2035                  | I-205 EB | MHP to Tracy Boulevard                  | 6980            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,591                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-205 WB | MHP to Tracy Boulevard                  | 6780            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,517                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-205 EB | East of Tracy Boulevard                 | 9900            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 3,668                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-205 WB | East of Tracy Boulevard                 | 8640            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 3,201                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-580 EB | West of I-205 Interchange               | 8,000           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,292                                | 65.0                  | 54.2       | 42.3                   | E                   |
| 2035                  | I-580 WB | West of I-205 Interchange               | 5,950           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,364                                | 65.0                  | 65.0       | 21.0                   | C                   |
| 2035                  | I-580 EB | West of Patterson Pass Road             | 2470            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,381                                | 65.0                  | 65.0       | 21.3                   | C                   |
| 2035                  | I-580 WB | West of Patterson Pass Road             | 960             | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 537                                  | 65.0                  | 65.0       | 8.3                    | A                   |
| 2035                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 2700            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,529                                | 65.0                  | 65.0       | 23.5                   | C                   |
| 2035                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 1260            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 713                                  | 65.0                  | 65.0       | 11.0                   | A                   |
| 2035                  | I-580 EB | East of Corral Hollow Road              | 2430            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,393                                | 65.0                  | 65.0       | 21.4                   | C                   |
| 2035                  | I-580 WB | East of Corral Hollow Road              | 1030            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 590                                  | 65.0                  | 65.0       | 9.1                    | A                   |
| 2035+P1               | I-205 EB | West of MHP                             | 5640            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 2,098                                | 65.0                  | 59.6       | 35.2                   | E                   |
| 2035+P1               | I-205 WB | West of MHP                             | 5170            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,923                                | 65.0                  | 62.6       | 30.7                   | D                   |
| 2035+P1               | I-205 EB | MHP to Tracy Boulevard                  | 7050            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,617                                | 65.0                  | -          | -                      | F                   |
| 2035+P1               | I-205 WB | MHP to Tracy Boulevard                  | 6970            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,587                                | 65.0                  | -          | -                      | F                   |
| 2035+P1               | I-205 EB | East of Tracy Boulevard                 | 1028            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 381                                  | 65.0                  | 65.0       | 5.9                    | A                   |
| 2035+P1               | I-205 WB | East of Tracy Boulevard                 | 8760            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 3,246                                | 65.0                  | -          | -                      | F                   |
| 2035+P1               | I-580 EB | West of I-205 Interchange               | 8,150           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,335                                | 65.0                  | 52.8       | 44.3                   | E                   |
| 2035+P1               | I-580 WB | West of I-205 Interchange               | 6,290           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,442                                | 65.0                  | 65.0       | 22.2                   | C                   |
| 2035+P1               | I-580 EB | West of Patterson Pass Road             | 2510            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,404                                | 65.0                  | 65.0       | 21.6                   | C                   |
| 2035+P1               | I-580 WB | West of Patterson Pass Road             | 1120            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 626                                  | 65.0                  | 65.0       | 9.6                    | A                   |
| 2035+P1               | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 2880            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,630                                | 65.0                  | 64.8       | 25.2                   | C                   |
| 2035+P1               | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 1360            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 770                                  | 65.0                  | 65.0       | 11.8                   | B                   |
| 2035+P1               | I-580 EB | East of Corral Hollow Road              | 2830            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,622                                | 65.0                  | 64.8       | 25.0                   | C                   |
| 2035+P1               | I-580 WB | East of Corral Hollow Road              | 1160            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 665                                  | 65.0                  | 65.0       | 10.2                   | A                   |

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 Analysis Year 2035 Date 2/7/2013  
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| General Information   |          |   |                 | Flow Rate Calculation |       |         |                 |      |                |                |                 |                |                                      | Speed Calculation     |            | Results                |                     |
|-----------------------|----------|---|-----------------|-----------------------|-------|---------|-----------------|------|----------------|----------------|-----------------|----------------|--------------------------------------|-----------------------|------------|------------------------|---------------------|
| Freeway/<br>Direction | From/To  | Analysis<br>Time Period                 | Volume<br>(vph) | PHF                   | Lanes | Terrain | Truck/<br>Bus % | RV % | E <sub>T</sub> | E <sub>R</sub> | f <sub>HV</sub> | f <sub>P</sub> | Flow Rate<br>v <sub>p</sub> (pcphpl) | Measured<br>FFS (mph) | S<br>(mph) | Density, D<br>(pcplpm) | Level of<br>Service |
| 2035                  | I-205 EB | West of MHP                             | 5530            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 2,057                                | 65.0                  | 60.4       | 34.0                   | D                   |
| 2035                  | I-205 WB | West of MHP                             | 4990            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 1,856                                | 65.0                  | 63.4       | 29.3                   | D                   |
| 2035                  | I-205 EB | MHP to Tracy Boulevard                  | 6980            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,591                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-205 WB | MHP to Tracy Boulevard                  | 6780            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,517                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-205 EB | East of Tracy Boulevard                 | 9900            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 3,668                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-205 WB | East of Tracy Boulevard                 | 8640            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 3,201                                | 65.0                  | -          | -                      | F                   |
| 2035                  | I-580 EB | West of I-205 Interchange               | 8,000           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,292                                | 65.0                  | 54.2       | 42.3                   | E                   |
| 2035                  | I-580 WB | West of I-205 Interchange               | 5,950           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,364                                | 65.0                  | 65.0       | 21.0                   | C                   |
| 2035                  | I-580 EB | West of Patterson Pass Road             | 2470            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,381                                | 65.0                  | 65.0       | 21.3                   | C                   |
| 2035                  | I-580 WB | West of Patterson Pass Road             | 960             | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 537                                  | 65.0                  | 65.0       | 8.3                    | A                   |
| 2035                  | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 2700            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,529                                | 65.0                  | 65.0       | 23.5                   | C                   |
| 2035                  | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 1260            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 713                                  | 65.0                  | 65.0       | 11.0                   | A                   |
| 2035                  | I-580 EB | East of Corral Hollow Road              | 2430            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,393                                | 65.0                  | 65.0       | 21.4                   | C                   |
| 2035                  | I-580 WB | East of Corral Hollow Road              | 1030            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 590                                  | 65.0                  | 65.0       | 9.1                    | A                   |
| 2035+BO               | I-205 EB | West of MHP                             | 5840            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 2,172                                | 65.0                  | 57.8       | 37.6                   | E                   |
| 2035+BO               | I-205 WB | West of MHP                             | 5780            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.943           | 1.00           | 2,150                                | 65.0                  | 58.4       | 36.8                   | E                   |
| 2035+BO               | I-205 EB | MHP to Tracy Boulevard                  | 8480            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 3,148                                | 65.0                  | -          | -                      | F                   |
| 2035+BO               | I-205 WB | MHP to Tracy Boulevard                  | 7540            | 0.95                  | 3     | Level   | 12%             | 0%   | 1.5            | 1.2            | 0.945           | 1.00           | 2,799                                | 65.0                  | -          | -                      | F                   |
| 2035+BO               | I-205 EB | East of Tracy Boulevard                 | 12100           | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 4,483                                | 65.0                  | -          | -                      | F                   |
| 2035+BO               | I-205 WB | East of Tracy Boulevard                 | 9360            | 0.95                  | 3     | Level   | 11%             | 0%   | 1.5            | 1.2            | 0.947           | 1.00           | 3,468                                | 65.0                  | -          | -                      | F                   |
| 2035+BO               | I-580 EB | West of I-205 Interchange               | 8,340           | 0.95                  | 4     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,390                                | 65.0                  | -          | -                      | F                   |
| 2035+BO               | I-580 WB | West of I-205 Interchange               | 7,160           | 0.95                  | 5     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 1,641                                | 65.0                  | 64.8       | 25.3                   | C                   |
| 2035+BO               | I-580 EB | West of Patterson Pass Road             | 2500            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 1,398                                | 65.0                  | 65.0       | 21.5                   | C                   |
| 2035+BO               | I-580 WB | West of Patterson Pass Road             | 1380            | 0.95                  | 2     | Level   | 13%             | 0%   | 1.5            | 1.2            | 0.941           | 1.00           | 772                                  | 65.0                  | 65.0       | 11.9                   | B                   |
| 2035+BO               | I-580 EB | Patterson Pass Road to Corral Hollow Rd | 3510            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 1,987                                | 65.0                  | 61.7       | 32.2                   | D                   |
| 2035+BO               | I-580 WB | Patterson Pass Road to Corral Hollow Rd | 1570            | 0.95                  | 2     | Level   | 15%             | 0%   | 1.5            | 1.2            | 0.930           | 1.00           | 889                                  | 65.0                  | 65.0       | 13.7                   | B                   |
| 2035+BO               | I-580 EB | East of Corral Hollow Road              | 3690            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 2,115                                | 65.0                  | 59.2       | 35.7                   | E                   |
| 2035+BO               | I-580 WB | East of Corral Hollow Road              | 1450            | 0.95                  | 2     | Level   | 18%             | 0%   | 1.5            | 1.2            | 0.918           | 1.00           | 831                                  | 65.0                  | 65.0       | 12.8                   | B                   |

# Appendix F

## Trigger Analysis Calculations

Note: only showing the peak period that produces an unacceptable LOS at the lowest percent of project.

Intersection: I-205 WB/MHP  
 Peak Period: AM

*Background Traffic*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 13  | 105 | 0   | 0   | 341 | 307 | 0   | 0   | 0   | 285 | 1   | 245 |

*Total Traffic*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL  | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| 48  | 186 | 0   | 0   | 643 | 307 | 0   | 0   | 0   | 1333 | 1   | 245 |

*Project Traffic (100%)*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL  | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| 35  | 81  | 0   | 0   | 302 | 0   | 0   | 0   | 0   | 1048 | 0   | 0   |

*Background + Project Traffic (85%)*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL  | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| 40  | 170 | 0   | 0   | 600 | 310 | 0   | 0   | 0   | 1180 | 0   | 250 |

LOS  
E

*Background + Project Traffic (90%)*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL  | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|-----|
| 40  | 180 | 0   | 0   | 610 | 310 | 0   | 0   | 0   | 1230 | 0   | 250 |

LOS  
F



Intersection: I-205 EB/MHP  
 Peak Period: PM

Background Traffic

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 80  | 335 | 0   | 189 | 0   | 263 | 5   | 26  | 0   | 0   | 0   |

Total Traffic

| NBL | NBT | NBR  | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 580 | 1544 | 0   | 831 | 0   | 263 | 5   | 114 | 0   | 0   | 0   |

Project Traffic (100%)

| NBL | NBT | NBR  | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 500 | 1209 | 0   | 642 | 0   | 0   | 0   | 88  | 0   | 0   | 0   |

Background + Project Traffic (90%):

| NBL | NBT | NBR  | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 530 | 1420 | 0   | 770 | 0   | 260 | 10  | 110 | 0   | 0   | 0   |

LOS  
E

Background + Project Traffic (95%):

| NBL | NBT | NBR  | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 560 | 1480 | 0   | 800 | 0   | 260 | 10  | 110 | 0   | 0   | 0   |

LOS  
F

Intersection: I-580 EB/MHP  
 Peak Period: PM

Background Traffic

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 0   | 0   | 218 | 4   | 68  | 0   | 187 | 142 | 136 | 21  | 0   |

Total Traffic

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 0   | 0   | 272 | 4   | 68  | 0   | 187 | 142 | 483 | 21  | 0   |

Project Traffic (100%)

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 0   | 0   | 54  | 0   | 0   | 0   | 0   | 0   | 347 | 0   | 0   |

Background + Project Traffic (25%):

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 0   | 0   | 230 | 0   | 70  | 0   | 190 | 140 | 220 | 20  | 0   |

LOS  
E

Background + Project Traffic (30%):

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 0   | 0   | 230 | 0   | 70  | 0   | 190 | 140 | 240 | 20  | 0   |

LOS  
F

Intersection: Old Schulte Road/Hansen Road  
 Peak Period: PM

*Background Traffic*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 81  | 19  | 16  | 18  | 16  | 5   | 12  | 336 | 42  | 8   | 84  | 23  |

*Total Traffic*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 81  | 38  | 16  | 660 | 39  | 587 | 198 | 798 | 42  | 8   | 358 | 215 |

*Project Traffic (100%)*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 0   | 19  | 0   | 642 | 23  | 582 | 186 | 462 | 0   | 0   | 274 | 192 |

*Background + Project Traffic (15%):*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 80  | 20  | 20  | 110 | 20  | 90  | 40  | 410 | 40  | 10  | 130 | 50  |

LOS  
D

*Background + Project Traffic (20%):*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 80  | 20  | 20  | 150 | 20  | 120 | 50  | 430 | 40  | 10  | 140 | 60  |

LOS  
F

Intersection: Old Schulte Road/Lammers Road  
 Peak Period: AM

*Background Traffic*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 208 | 423 | 0   | 0   | 221 | 70  | 39  | 0   | 36  | 0   | 0   | 0   |

*Total Traffic*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 844 | 423 | 0   | 0   | 221 | 406 | 128 | 0   | 205 | 0   | 0   | 0   |

*Project Traffic (100%)*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 636 | 0   | 0   | 0   | 0   | 336 | 89  | 0   | 169 | 0   | 0   | 0   |

*Background + Project Traffic (5%):*

| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | LOS |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 240 | 420 | 0   | 0   | 220 | 90  | 40  | 0   | 40  | 0   | 0   | 0   | E   |

Intersection: Valpico Road/Lammers Road  
 Peak Period: AM

Background Traffic

|     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 0   | 6   | 8   | 174 | 8   | 0   | 0   | 0   | 0   | 6   | 0   | 403 |

Total Traffic

|     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 0   | 17  | 8   | 299 | 12  | 0   | 0   | 0   | 0   | 6   | 0   | 877 |

Project Traffic (100%)

|     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR |
| 0   | 11  | 0   | 125 | 4   | 0   | 0   | 0   | 0   | 0   | 0   | 474 |

|                                     |                              |  |        |                               |  |        |
|-------------------------------------|------------------------------|--|--------|-------------------------------|--|--------|
| Background + Project Traffic (99%): | # of total project trips in: |  | 2989.8 | # of total project trips out: |  | 803.88 |
|-------------------------------------|------------------------------|--|--------|-------------------------------|--|--------|

|     |     |     |     |     |     |     |     |     |     |     |     |     |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | LOS |
| 0   | 20  | 10  | 300 | 10  | 0   | 0   | 0   | 0   | 10  | 0   | 870 | D   |

100% is the trigger (35.6 sec delay)

