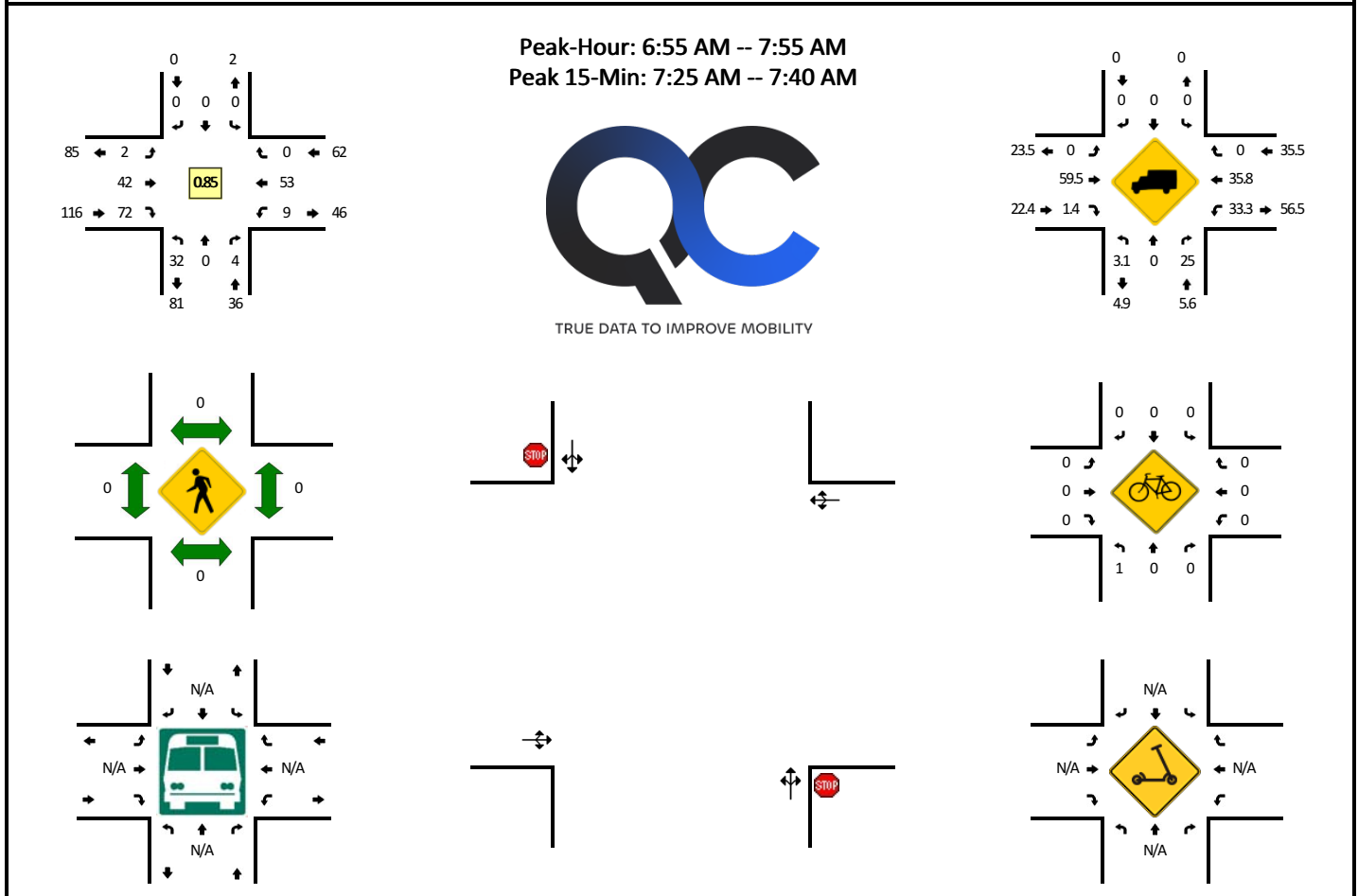


DOCKETED	
Docket Number:	24-OPT-05
Project Title:	Corby Battery Energy Storage System Project
TN #:	259899
Document Title:	Volume 2 App 4-17 Transportation Appendices
Description:	N/A
Filer:	Doug Urry
Organization:	Tetra Tech
Submitter Role:	Applicant Consultant
Submission Date:	11/4/2024 3:22:21 PM
Docketed Date:	11/4/2024

APPENDIX 4.17-A: TRAFFIC COUNT DATA

LOCATION: Byrnes Rd -- Weber Rd
CITY/STATE: Vacaville, CA

QC JOB #: 16663301
DATE: Wed, Jul 24 2024

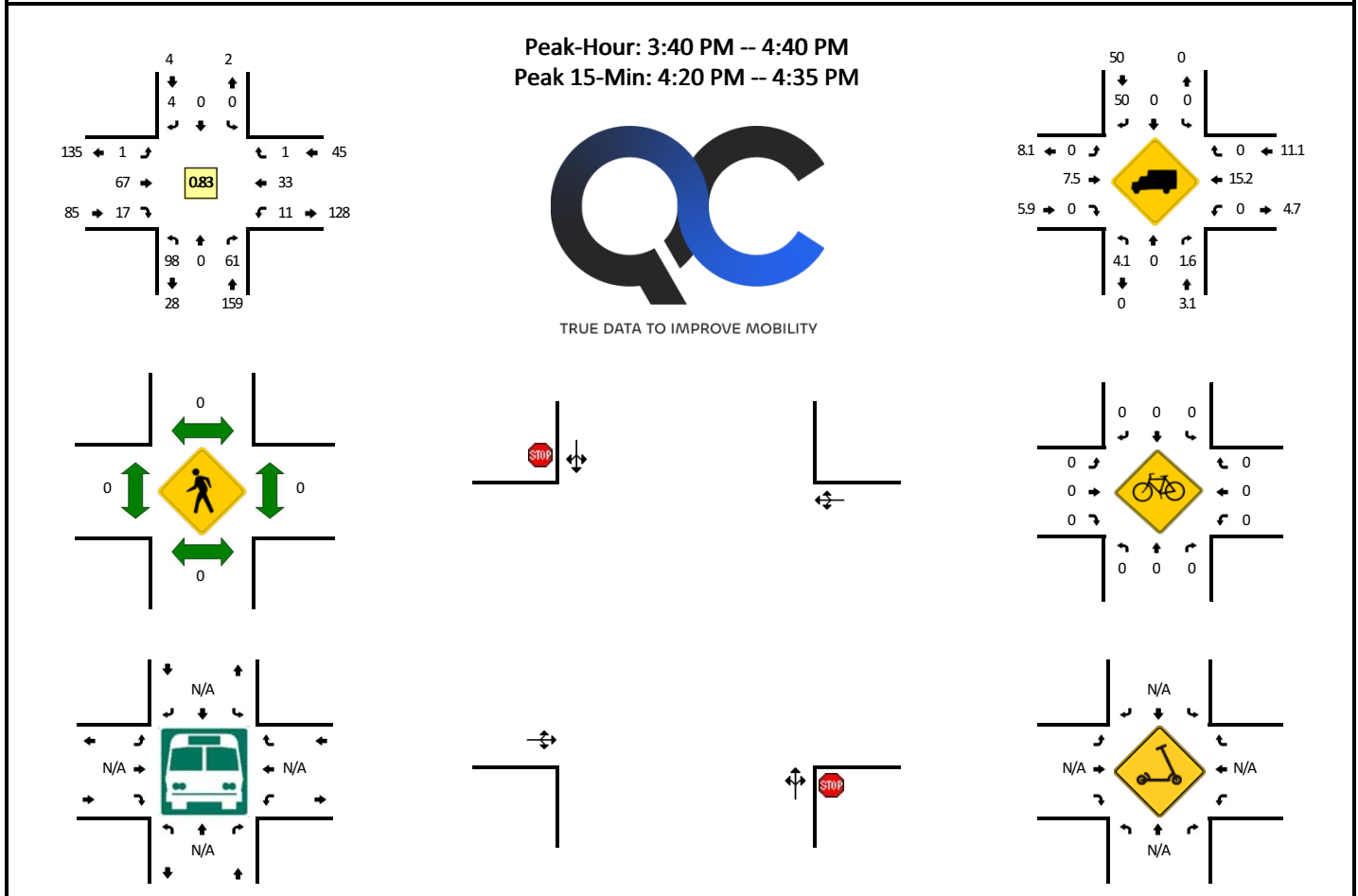


5-Min Count Period Beginning At	Byrnes Rd (Northbound)				Byrnes Rd (Southbound)				Weber Rd (Eastbound)				Weber Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	3	
6:05 AM	3	0	0	0	0	0	1	0	1	2	6	0	0	3	0	0	16	
6:10 AM	1	0	0	0	0	0	0	0	0	2	3	0	0	1	0	0	7	
6:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	8	
6:20 AM	2	0	0	0	0	0	0	0	0	1	4	0	0	2	0	0	9	
6:25 AM	2	0	0	0	0	0	0	0	0	1	8	0	1	2	0	0	14	
6:30 AM	0	0	0	0	0	0	0	0	0	1	5	0	0	2	0	0	8	
6:35 AM	2	0	5	0	0	0	0	0	0	2	8	0	1	2	0	0	20	
6:40 AM	3	0	1	0	0	0	0	0	0	8	5	0	0	1	0	0	18	
6:45 AM	1	0	0	0	0	0	0	0	0	3	7	0	1	3	0	0	15	
6:50 AM	2	0	0	0	0	0	0	0	0	4	5	0	0	1	0	0	12	
6:55 AM	1	0	0	0	0	0	0	0	0	8	6	0	0	4	0	0	19	149
7:00 AM	3	0	0	0	0	0	0	0	0	6	4	0	0	2	0	0	15	161
7:05 AM	2	0	0	0	0	0	0	0	2	2	6	0	0	3	0	0	15	160
7:10 AM	5	0	0	0	0	0	0	0	0	4	3	0	0	2	0	0	14	167
7:15 AM	1	0	0	0	0	0	0	0	0	4	8	0	0	4	0	0	17	176
7:20 AM	2	0	0	0	0	0	0	0	0	6	4	0	2	1	0	0	15	182
7:25 AM	5	0	1	0	0	0	0	0	0	4	3	0	1	11	0	0	25	193
7:30 AM	2	0	0	0	0	0	0	0	0	3	7	0	1	3	0	0	16	201
7:35 AM	2	0	1	0	0	0	0	0	0	2	7	0	2	8	0	0	22	203
7:40 AM	5	0	0	0	0	0	0	0	0	1	6	0	3	3	0	0	18	203
7:45 AM	1	0	2	0	0	0	0	0	0	1	10	0	0	9	0	0	23	211
7:50 AM	3	0	0	0	0	0	0	0	0	1	8	0	0	3	0	0	15	214
7:55 AM	4	0	0	0	0	0	0	0	0	1	5	0	0	4	0	0	14	209
8:00 AM	4	0	0	0	0	0	1	0	0	1	3	0	0	6	0	0	15	209
8:05 AM	2	0	1	0	0	0	0	0	0	5	1	0	0	4	0	0	13	207
8:10 AM	4	0	0	0	0	0	0	0	0	2	8	0	0	4	0	0	18	211
8:15 AM	4	0	0	0	0	0	0	0	1	3	4	0	1	2	1	0	16	210
8:20 AM	1	0	0	0	0	0	0	0	1	2	3	0	1	3	0	0	11	206
8:25 AM	1	0	2	0	0	0	0	0	0	3	5	0	0	9	0	0	20	201
8:30 AM	2	0	0	0	0	0	0	0	0	1	4	0	0	4	0	0	11	196
8:35 AM	1	0	0	0	0	0	0	0	0	11	1	0	0	2	0	0	15	189
8:40 AM	1	0	0	0	0	0	0	0	0	8	6	0	0	3	0	0	18	189
8:45 AM	1	0	2	0	0	0	0	0	0	5	1	0	1	2	0	0	12	178
8:50 AM	3	0	1	0	1	0	0	0	0	10	3	0	0	5	0	0	23	186
8:55 AM	2	0	1	0	0	0	0	0	0	6	2	0	1	3	0	0	15	187

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	0	8	0	0	0	0	0	0	36	68	0	16	88	0	0	252
Heavy Trucks	0	0	0		0	0	0		0	20	0		4	48	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

LOCATION: Byrnes Rd -- Weber Rd
CITY/STATE: Vacaville, CA

QC JOB #: 16663302
DATE: Wed, Jul 24 2024

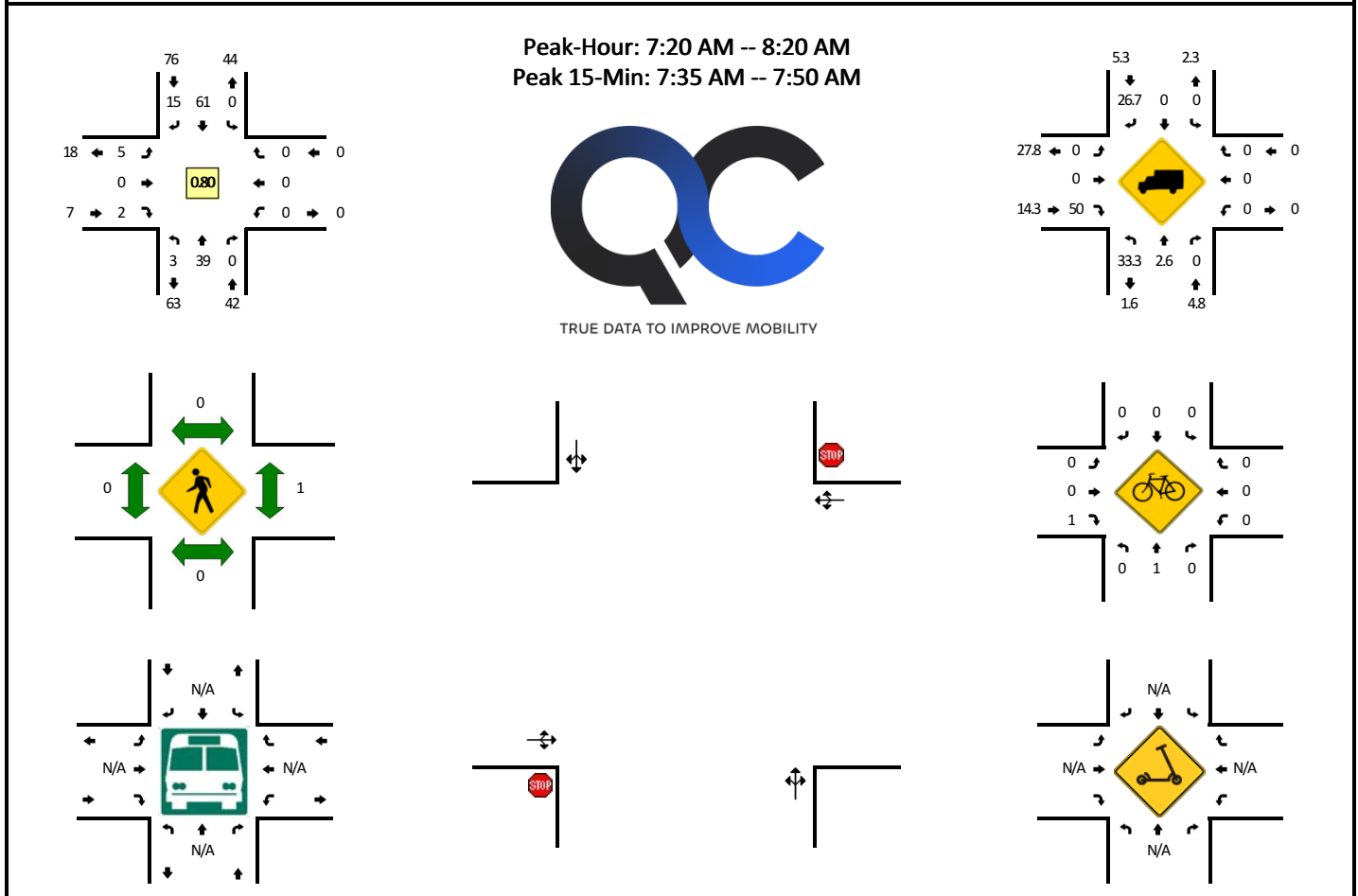


5-Min Count Period Beginning At	Byrnes Rd (Northbound)				Byrnes Rd (Southbound)				Weber Rd (Eastbound)				Weber Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	3	0	11	0	0	0	0	0	0	17	3	0	0	3	0	0	37	
3:05 PM	6	0	4	0	0	0	0	0	0	7	2	0	0	6	0	0	26	
3:10 PM	3	0	2	0	0	0	0	0	0	11	0	0	0	10	0	0	26	
3:15 PM	7	0	2	0	0	0	0	0	0	5	2	0	0	5	0	0	21	
3:20 PM	5	0	1	0	0	0	0	0	0	5	2	0	0	4	0	0	18	
3:25 PM	5	0	9	0	0	0	0	0	0	5	1	0	0	6	0	0	26	
3:30 PM	4	0	3	0	0	0	0	0	0	3	1	0	0	3	0	0	14	
3:35 PM	3	0	1	0	0	0	0	0	1	3	2	0	0	4	0	0	14	
3:40 PM	8	0	6	0	0	0	1	0	0	2	1	0	0	3	0	0	22	
3:45 PM	13	0	2	0	0	0	1	0	1	3	0	0	0	3	1	0	26	
3:50 PM	11	0	3	0	0	0	0	0	0	2	2	0	0	2	0	0	21	
3:55 PM	8	0	5	0	0	0	1	0	0	1	2	0	0	1	0	0	20	271
4:00 PM	3	0	4	0	0	0	0	0	0	9	1	0	0	2	0	0	19	253
4:05 PM	10	0	4	0	0	0	0	0	0	3	1	0	0	5	0	0	24	251
4:10 PM	5	0	2	0	0	0	0	0	0	4	0	0	0	5	0	0	17	242
4:15 PM	8	0	6	0	0	0	0	0	0	9	1	0	0	2	0	0	26	247
4:20 PM	8	0	9	0	0	0	1	0	0	10	0	0	0	1	0	0	30	259
4:25 PM	6	0	6	0	0	0	0	0	0	11	1	0	0	3	0	0	28	261
4:30 PM	8	0	10	0	0	0	0	0	0	4	5	0	0	2	0	0	30	277
4:35 PM	10	0	4	0	0	0	0	0	0	9	3	0	0	4	0	0	30	293
4:40 PM	3	0	4	0	0	0	0	0	0	10	2	0	0	3	0	0	22	293
4:45 PM	9	0	2	0	0	0	0	0	0	8	0	0	0	0	0	0	20	287
4:50 PM	9	0	4	0	0	0	0	0	0	9	2	0	0	2	0	0	27	293
4:55 PM	11	0	1	0	0	0	0	0	0	4	1	0	0	1	0	0	20	293
5:00 PM	4	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	8	282
5:05 PM	5	0	2	0	0	0	0	0	0	4	2	0	0	2	0	0	17	275
5:10 PM	10	0	1	0	0	0	0	0	0	2	4	0	0	7	0	0	25	283
5:15 PM	5	0	0	0	0	0	0	0	0	3	2	0	0	4	0	0	14	271
5:20 PM	3	0	1	0	0	0	0	0	0	6	3	0	0	2	0	0	15	256
5:25 PM	3	0	2	0	0	0	0	0	0	4	5	0	0	3	0	0	17	245
5:30 PM	2	0	2	0	0	0	0	0	0	5	0	0	0	3	0	0	14	229
5:35 PM	1	0	0	0	0	0	0	0	0	6	4	0	0	3	0	0	14	213
5:40 PM	5	0	2	0	0	0	0	0	0	4	3	0	0	2	0	0	16	207
5:45 PM	2	0	2	0	0	0	0	0	0	1	0	0	0	2	0	0	7	194
5:50 PM	1	0	1	0	0	0	0	0	0	3	0	0	0	7	0	0	12	179
5:55 PM	1	0	0	0	0	0	0	0	0	3	3	0	0	1	0	0	9	168

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	0	100	0	0	0	4	0	0	100	24	0	12	24	0	0	352
Heavy Trucks	4	0	0		0	0	4		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

LOCATION: Byrnes Rd -- Kilkenny Rd
CITY/STATE: Vacaville, CA

QC JOB #: 16663303
DATE: Wed, Jul 24 2024



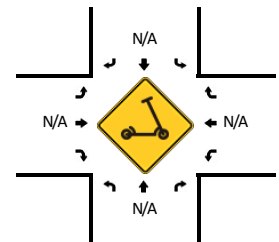
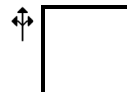
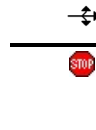
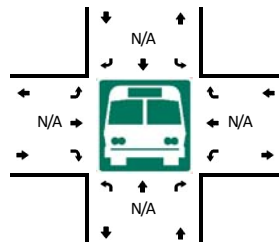
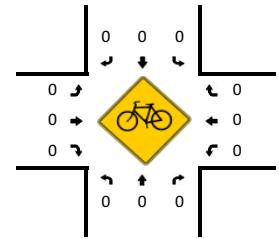
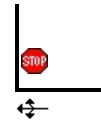
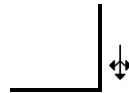
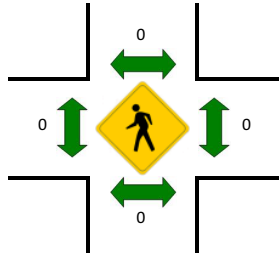
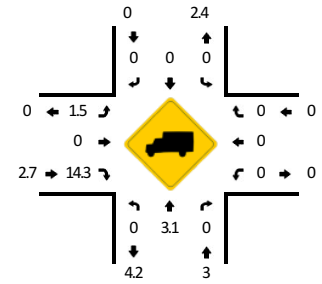
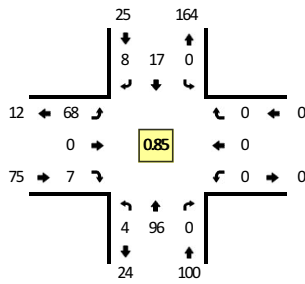
5-Min Count Period Beginning At	Byrnes Rd (Northbound)				Byrnes Rd (Southbound)				Kilkenny Rd (Eastbound)				Kilkenny Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
6:05 AM	0	3	0	0	0	5	0	0	1	0	0	0	0	0	0	0	9	
6:10 AM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4	
6:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
6:20 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	
6:25 AM	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0	0	9	
6:30 AM	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11	
6:35 AM	0	2	0	0	0	8	2	0	0	0	0	0	0	0	0	0	12	
6:40 AM	0	4	0	0	0	4	1	0	0	0	0	0	0	0	0	0	9	
6:45 AM	0	1	0	0	0	7	1	0	0	0	0	0	0	0	0	0	9	
6:50 AM	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5	
6:55 AM	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0	0	8	88
7:00 AM	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6	92
7:05 AM	1	0	0	0	0	6	0	0	1	0	0	0	0	0	0	0	8	91
7:10 AM	0	4	0	0	0	4	0	0	1	0	0	0	0	0	0	0	9	96
7:15 AM	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7	99
7:20 AM	0	5	0	0	0	5	1	0	0	0	0	0	0	0	0	0	11	104
7:25 AM	1	2	0	0	0	4	1	0	1	0	0	0	0	0	0	0	9	104
7:30 AM	0	3	0	0	0	5	1	0	0	0	0	0	0	0	0	0	9	102
7:35 AM	1	2	0	0	0	7	2	0	1	0	0	0	0	0	0	0	13	103
7:40 AM	0	4	0	0	0	6	2	0	0	0	0	0	0	0	0	0	12	106
7:45 AM	0	3	0	0	0	6	5	0	0	0	0	0	0	0	0	0	14	111
7:50 AM	0	3	0	0	0	7	2	0	0	0	0	0	0	0	0	0	12	118
7:55 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	8	118
8:00 AM	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9	121
8:05 AM	0	1	0	0	0	1	0	0	2	0	1	0	0	0	0	0	5	118
8:10 AM	0	4	0	0	0	4	0	0	1	0	0	0	0	0	0	0	9	118
8:15 AM	1	3	0	0	0	8	1	0	0	0	1	0	0	0	0	0	14	125
8:20 AM	1	0	0	0	0	3	0	0	1	0	0	0	0	0	0	0	5	119
8:25 AM	0	0	0	0	0	7	0	0	2	0	0	0	0	0	0	0	9	119
8:30 AM	0	2	0	0	0	4	0	0	0	0	1	0	0	0	0	0	7	117
8:35 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	107
8:40 AM	1	1	0	0	0	6	0	0	1	0	1	0	0	0	0	0	10	105
8:45 AM	0	3	0	0	0	2	0	0	0	0	1	0	0	0	0	0	6	97
8:50 AM	0	2	0	0	0	3	0	0	1	0	0	0	0	0	0	0	6	91
8:55 AM	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	0	5	88

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	36	0	0	0	76	36	0	4	0	0	0	0	0	0	0	156
Heavy Trucks	0	4	0		0	0	4		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	4	0		0	0	0		0	0	0		0	0	0		4
Scooters																	
<i>Comments:</i>																	

LOCATION: Byrnes Rd -- Kilkenny Rd
CITY/STATE: Vacaville, CA

QC JOB #: 16663304
DATE: Wed, Jul 24 2024

Peak-Hour: 3:40 PM -- 4:40 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

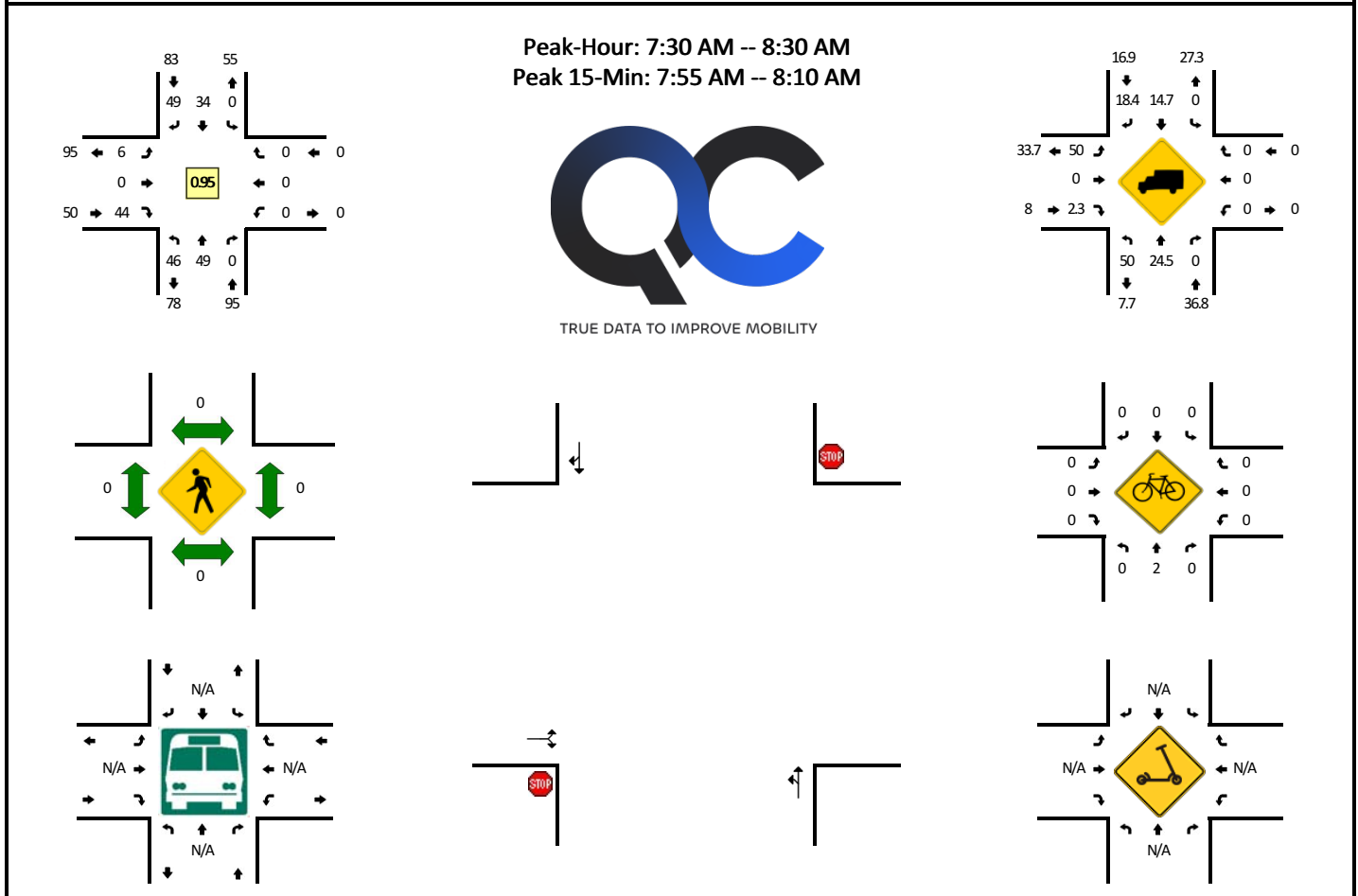


5-Min Count Period Beginning At	Byrnes Rd (Northbound)				Byrnes Rd (Southbound)				Kilkenny Rd (Eastbound)				Kilkenny Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	4	0	0	0	2	0	0	7	0	1	0	0	0	0	0	14	
3:05 PM	0	5	0	0	0	4	0	0	4	0	1	0	0	0	0	0	14	
3:10 PM	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	0	6	
3:15 PM	0	6	0	0	0	1	0	0	4	0	0	0	0	0	0	0	11	
3:20 PM	0	5	0	0	0	1	1	0	1	0	0	0	0	0	0	0	8	
3:25 PM	0	8	0	0	0	3	0	0	9	0	0	0	0	0	0	0	20	
3:30 PM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	
3:35 PM	2	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	8	
3:40 PM	0	10	0	0	0	0	1	0	6	0	0	0	0	0	0	0	17	
3:45 PM	2	11	0	0	0	1	0	0	3	0	1	0	0	0	0	0	18	
3:50 PM	0	10	0	0	0	2	2	0	4	0	2	0	0	0	0	0	20	
3:55 PM	0	7	0	0	0	1	2	0	8	0	1	0	0	0	0	0	19	158
4:00 PM	0	6	0	0	0	1	0	0	6	0	1	0	0	0	0	0	14	158
4:05 PM	1	9	0	0	0	2	0	0	1	0	0	0	0	0	0	0	13	157
4:10 PM	0	3	0	0	0	1	0	0	5	0	1	0	0	0	0	0	10	161
4:15 PM	0	8	0	0	0	0	1	0	5	0	0	0	0	0	0	0	14	164
4:20 PM	0	6	0	0	0	0	1	0	9	0	0	0	0	0	0	0	16	172
4:25 PM	0	7	0	0	0	2	0	0	8	0	1	0	0	0	0	0	18	170
4:30 PM	0	7	0	0	0	5	1	0	9	0	0	0	0	0	0	0	22	189
4:35 PM	1	12	0	0	0	2	0	0	4	0	0	0	0	0	0	0	19	200
4:40 PM	0	8	0	0	0	3	0	0	2	0	0	0	0	0	0	0	13	196
4:45 PM	0	5	0	0	0	0	1	0	3	0	0	0	0	0	0	0	9	187
4:50 PM	0	11	0	0	0	2	1	0	2	0	1	0	0	1	0	0	18	185
4:55 PM	0	9	0	0	0	0	2	0	1	0	0	0	0	0	0	0	12	178
5:00 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5	169
5:05 PM	1	4	0	0	0	2	2	0	1	0	0	0	0	0	0	0	10	166
5:10 PM	0	12	0	0	0	3	2	0	1	1	0	0	0	0	0	0	19	175
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	164
5:20 PM	0	2	0	0	0	3	1	0	1	0	0	0	0	0	0	0	7	155
5:25 PM	0	3	0	0	0	4	0	0	2	0	0	0	0	0	0	0	9	146
5:30 PM	0	3	0	0	0	1	2	0	2	0	1	0	0	0	0	0	9	133
5:35 PM	0	1	0	0	0	3	1	0	1	0	0	0	0	0	0	0	6	120
5:40 PM	0	4	0	0	0	2	0	0	2	0	0	0	0	0	0	0	8	115
5:45 PM	0	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	6	112
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	94
5:55 PM	0	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	85

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	104	0	0	0	36	4	0	84	0	4	0	0	0	0	0	236
Heavy Trucks	0	8	0		0	0	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

LOCATION: N Meridian Rd -- I-80 WB Ramps
CITY/STATE: Solano, CA

QC JOB #: 16663307
DATE: Wed, Jul 24 2024



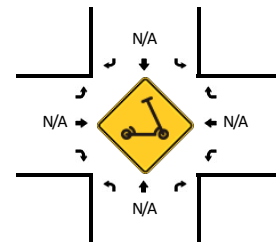
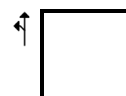
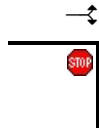
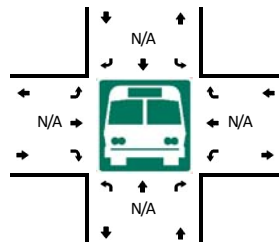
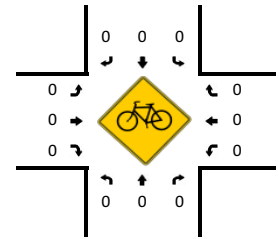
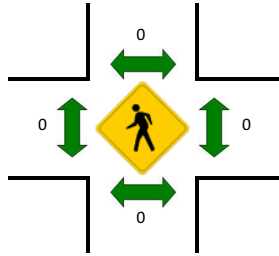
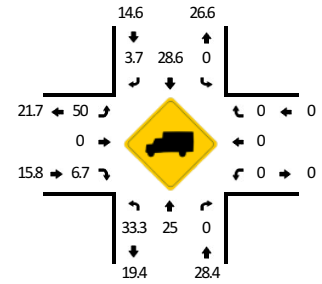
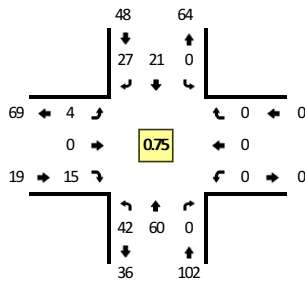
5-Min Count Period Beginning At	N Meridian Rd (Northbound)				N Meridian Rd (Southbound)				I-80 WB Ramps (Eastbound)				I-80 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	1	0	0	0	1	2	0	0	0	1	0	0	0	0	0	6	
6:05 AM	4	0	0	0	0	5	1	0	0	0	3	0	0	0	0	0	13	
6:10 AM	2	1	0	0	0	1	6	0	1	0	1	0	0	0	0	0	12	
6:15 AM	3	1	0	0	0	1	1	0	0	0	5	0	0	0	0	0	11	
6:20 AM	3	0	0	0	0	1	2	0	1	0	2	0	0	0	0	0	9	
6:25 AM	5	1	0	0	0	2	2	0	0	0	7	0	0	0	0	0	17	
6:30 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4	
6:35 AM	2	1	0	0	0	3	2	0	0	0	5	0	0	0	0	0	13	
6:40 AM	3	1	0	0	0	4	4	0	0	0	3	0	0	0	0	0	15	
6:45 AM	5	2	0	0	0	3	9	0	1	0	3	0	0	0	0	0	23	
6:50 AM	1	1	0	0	0	2	3	0	0	0	3	0	0	0	0	0	10	
6:55 AM	2	2	0	0	0	3	2	0	1	0	3	0	0	0	0	0	13	146
7:00 AM	2	3	0	0	0	3	7	0	2	0	2	0	0	0	0	0	19	159
7:05 AM	2	3	0	0	0	1	2	0	1	0	8	0	0	0	0	0	17	163
7:10 AM	3	4	0	0	0	3	1	0	0	0	2	0	0	0	0	0	13	164
7:15 AM	5	3	0	0	0	5	3	0	0	0	4	0	0	0	0	0	20	173
7:20 AM	4	3	0	0	0	2	1	0	0	0	3	0	0	0	0	0	13	177
7:25 AM	6	5	0	0	0	2	3	0	0	0	4	0	0	0	0	0	20	180
7:30 AM	3	5	0	0	0	4	1	0	0	0	3	0	0	0	0	0	16	192
7:35 AM	6	3	0	0	0	5	2	0	0	0	3	0	0	0	0	0	19	198
7:40 AM	4	3	0	0	0	6	7	0	1	0	0	0	0	0	0	0	21	204
7:45 AM	2	3	0	0	0	3	1	0	1	0	9	0	0	0	0	0	19	200
7:50 AM	6	3	0	0	0	1	2	0	0	0	5	0	0	0	0	0	17	207
7:55 AM	3	5	0	0	0	3	6	0	2	0	3	0	0	0	0	0	22	216
8:00 AM	5	3	0	0	0	2	4	0	0	0	1	0	0	0	0	0	15	212
8:05 AM	5	8	0	0	0	5	3	0	0	0	2	0	0	0	0	0	23	218
8:10 AM	3	4	0	0	0	3	5	0	0	0	6	0	0	0	0	0	21	226
8:15 AM	1	2	0	0	0	2	6	0	0	0	2	0	0	0	0	0	13	219
8:20 AM	2	4	0	0	0	0	5	0	2	0	5	0	0	0	0	0	18	224
8:25 AM	6	6	0	0	0	0	7	0	0	0	5	0	0	0	0	0	24	228
8:30 AM	3	3	0	0	0	4	3	0	0	0	3	0	0	0	0	0	16	228
8:35 AM	2	4	0	0	0	3	4	0	0	0	2	0	0	0	0	0	15	224
8:40 AM	3	4	0	0	0	4	3	0	0	0	2	0	0	0	0	0	16	219
8:45 AM	1	3	0	0	0	2	6	0	1	0	1	0	0	0	0	0	14	214
8:50 AM	5	3	0	0	0	3	4	0	0	0	2	0	0	0	0	0	17	214
8:55 AM	2	4	0	0	0	1	4	0	0	0	2	0	0	0	0	0	13	205

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	64	0	0	0	40	52	0	8	0	24	0	0	0	0	0	240
Heavy Trucks	28	24	0		0	12	16		4	0	0		0	0	0		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

LOCATION: N Meridian Rd -- I-80 WB Ramps
CITY/STATE: Solano, CA

QC JOB #: 16663308
DATE: Wed, Jul 24 2024

Peak-Hour: 3:10 PM -- 4:10 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

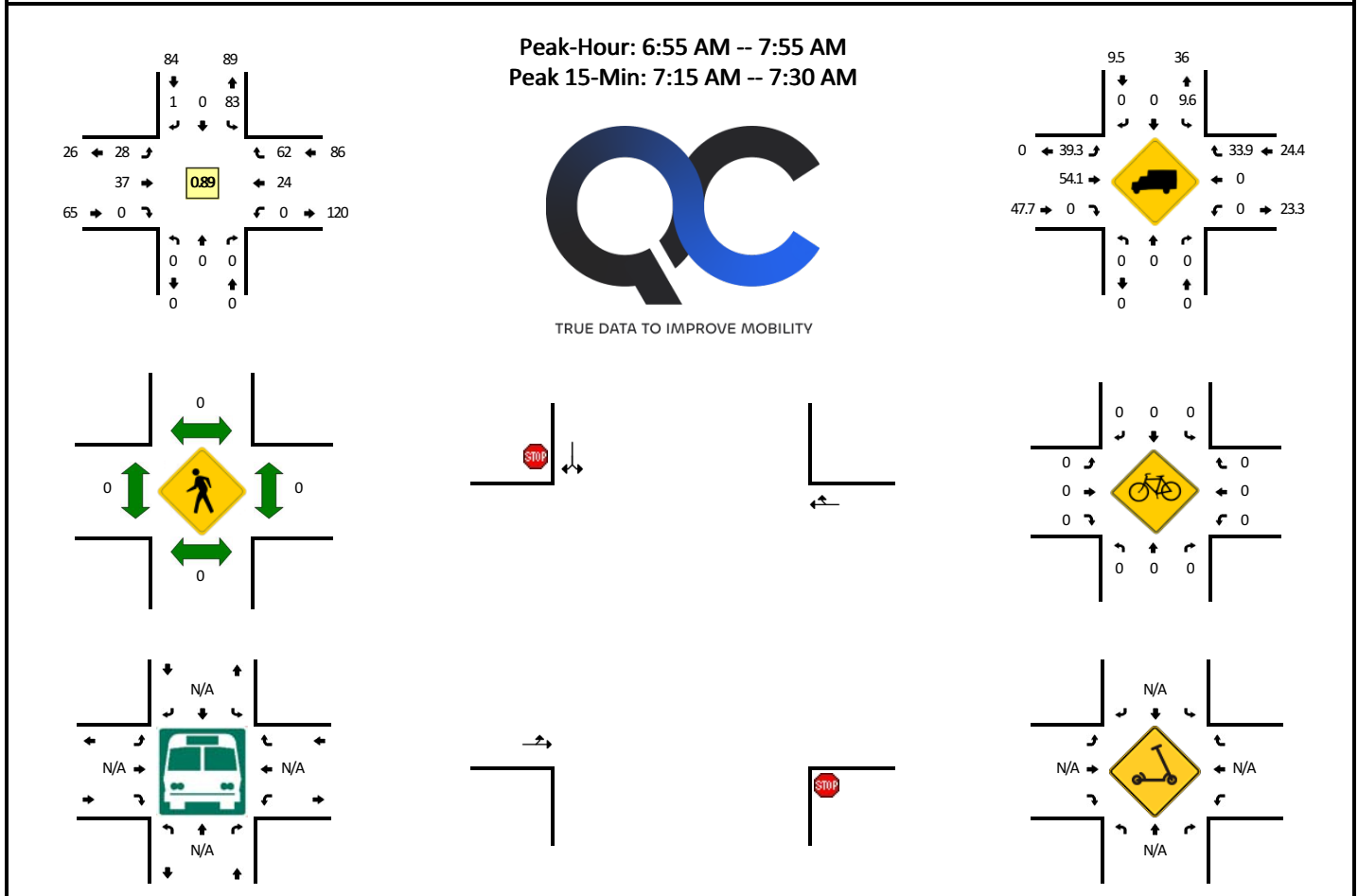


5-Min Count Period Beginning At	N Meridian Rd (Northbound)				N Meridian Rd (Southbound)				I-80 WB Ramps (Eastbound)				I-80 WB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	6	1	0	0	0	0	2	0	0	0	3	0	0	0	0	0	12	
3:05 PM	1	7	0	0	0	2	4	0	0	0	0	0	0	0	0	0	14	
3:10 PM	9	10	0	0	0	1	2	0	0	0	1	0	0	0	0	0	23	
3:15 PM	4	9	0	0	0	5	1	0	0	0	0	0	0	0	0	0	19	
3:20 PM	6	2	0	0	0	2	1	0	1	0	2	0	0	0	0	0	14	
3:25 PM	0	4	0	0	0	7	1	0	2	0	0	0	0	0	0	0	14	
3:30 PM	5	3	0	0	0	0	1	0	0	0	2	0	0	0	0	0	11	
3:35 PM	3	1	0	0	0	1	3	0	1	0	0	0	0	0	0	0	9	
3:40 PM	1	7	0	0	0	0	3	0	0	0	2	0	0	0	0	0	13	
3:45 PM	3	2	0	0	0	1	1	0	0	0	1	0	0	0	0	0	8	
3:50 PM	4	6	0	0	0	2	8	0	0	0	2	0	0	0	0	0	22	
3:55 PM	1	2	0	0	0	1	2	0	0	0	2	0	0	0	0	0	8	
4:00 PM	2	3	0	0	0	0	3	0	0	0	2	0	0	0	0	0	10	167
4:05 PM	4	11	0	0	0	1	1	0	0	0	1	0	0	0	0	0	18	165
4:10 PM	3	3	0	0	0	0	3	0	0	0	1	0	0	0	0	0	10	156
4:15 PM	5	3	0	0	0	3	4	0	0	0	0	0	0	0	0	0	15	152
4:20 PM	3	1	0	0	0	1	3	0	0	0	1	0	0	0	0	0	9	147
4:25 PM	2	6	0	0	0	4	1	0	0	0	1	0	0	0	0	0	14	147
4:30 PM	4	4	0	0	0	1	1	0	1	0	2	0	0	0	0	0	13	149
4:35 PM	1	5	0	0	0	2	0	0	0	0	2	0	0	0	0	0	10	150
4:40 PM	3	7	0	0	0	2	5	0	0	0	1	0	0	0	0	0	18	155
4:45 PM	1	5	0	0	0	1	1	0	0	0	0	0	0	0	0	0	8	155
4:50 PM	2	4	0	0	0	1	1	0	1	0	2	0	0	0	0	0	11	144
4:55 PM	1	8	0	0	0	0	1	0	0	0	1	0	0	0	0	0	11	147
5:00 PM	7	4	0	0	0	1	2	0	0	0	1	0	0	0	0	0	15	152
5:05 PM	0	6	0	0	0	1	1	0	0	0	1	0	0	0	0	0	9	143
5:10 PM	1	11	0	0	0	1	3	0	0	0	0	0	0	0	0	0	16	149
5:15 PM	4	4	0	0	0	2	3	0	0	0	1	0	0	0	0	0	14	148
5:20 PM	2	4	0	0	0	2	3	0	0	0	5	0	0	0	0	0	16	155
5:25 PM	2	5	0	0	0	1	2	0	0	0	5	0	0	0	0	0	15	156
5:30 PM	1	4	0	0	0	0	7	0	0	0	0	0	0	0	0	0	12	155
5:35 PM	2	4	0	0	0	2	3	0	0	0	2	0	0	0	0	0	13	158
5:40 PM	0	6	0	0	0	1	1	0	1	0	2	0	0	0	0	0	11	151
5:45 PM	3	4	0	0	0	2	2	0	1	0	1	0	0	0	0	0	13	156
5:50 PM	2	8	0	0	0	1	2	0	0	0	0	0	0	0	0	0	13	158
5:55 PM	3	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	8	155

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	76	84	0	0	0	32	16	0	4	0	12	0	0	0	0	0	224
Heavy Trucks	44	24	0		0	0	0		0	0	0		0	0	0		68
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

LOCATION: N Meridian Rd -- I-80 EB Ramps/Weber Rd
CITY/STATE: Vacaville, CA

QC JOB #: 16663309
DATE: Wed, Jul 24 2024

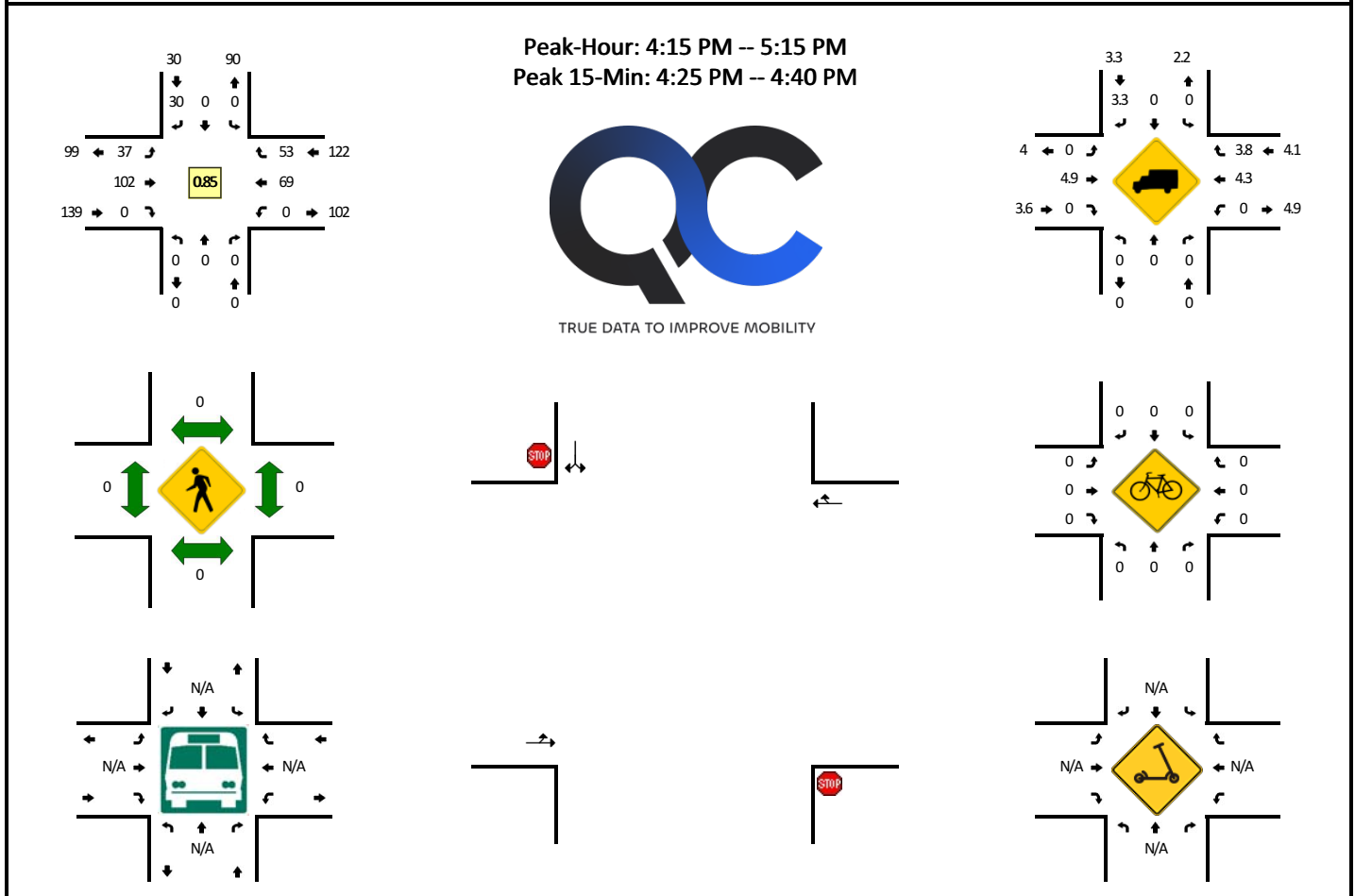


5-Min Count Period Beginning At	N Meridian Rd (Northbound)				N Meridian Rd (Southbound)				I-80 EB Ramps/Weber Rd (Eastbound)				I-80 EB Ramps/Weber Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	1	0	0	0	2	1	0	1	0	0	0	0	5	
6:05 AM	0	0	0	0	8	0	0	0	0	2	0	0	0	1	4	0	15	
6:10 AM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	3	0	7	
6:15 AM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	3	0	9	
6:20 AM	0	0	0	0	3	0	0	0	0	1	0	0	0	0	4	0	8	
6:25 AM	0	0	0	0	9	0	0	0	1	0	0	0	0	1	4	0	15	
6:30 AM	0	0	0	0	3	0	0	0	0	2	0	0	0	1	1	0	7	
6:35 AM	0	0	0	0	8	0	0	0	3	4	0	0	0	2	1	1	19	
6:40 AM	0	0	0	0	7	0	0	0	0	5	0	0	0	2	3	0	17	
6:45 AM	0	0	0	0	6	0	0	0	3	7	0	0	0	1	3	0	20	
6:50 AM	0	0	0	0	4	0	0	0	1	2	0	0	0	2	1	0	10	
6:55 AM	0	0	0	0	7	0	0	0	2	12	0	0	0	1	4	0	26	158
7:00 AM	0	0	0	0	5	0	0	0	2	3	0	0	0	3	2	0	15	168
7:05 AM	0	0	0	0	6	0	0	0	1	3	0	0	0	1	4	0	15	168
7:10 AM	0	0	0	0	7	0	1	0	3	2	0	0	0	3	4	0	20	181
7:15 AM	0	0	0	0	7	0	0	0	5	3	0	0	0	1	5	0	21	193
7:20 AM	0	0	0	0	6	0	0	0	2	5	0	0	0	0	2	0	15	200
7:25 AM	0	0	0	0	6	0	0	0	3	3	0	1	0	6	11	0	30	215
7:30 AM	0	0	0	0	8	0	0	0	3	0	0	0	0	1	4	0	16	224
7:35 AM	0	0	0	0	8	0	0	0	1	2	0	0	0	1	8	0	20	225
7:40 AM	0	0	0	0	6	0	0	0	1	2	0	0	0	2	5	0	16	224
7:45 AM	0	0	0	0	11	0	0	0	1	0	0	0	0	2	4	0	18	222
7:50 AM	0	0	0	0	6	0	0	0	3	2	0	0	0	3	9	0	23	235
7:55 AM	0	0	0	0	5	0	1	0	2	1	0	0	0	2	5	0	16	225
8:00 AM	0	0	0	0	3	0	0	0	1	2	0	0	0	4	7	0	17	227
8:05 AM	0	0	0	0	5	0	1	0	6	0	0	0	0	1	7	0	20	232
8:10 AM	0	0	0	0	10	0	0	0	3	0	0	0	0	4	4	0	21	233
8:15 AM	0	0	0	0	4	0	0	0	4	4	0	0	0	2	2	0	16	228
8:20 AM	0	0	0	0	4	0	0	0	0	2	0	0	0	1	3	0	10	223
8:25 AM	0	0	0	0	6	0	0	0	5	2	0	0	0	1	9	0	23	216
8:30 AM	0	0	0	0	6	0	0	0	3	0	0	0	0	1	4	0	14	214
8:35 AM	0	0	0	0	6	0	0	0	1	8	0	0	0	1	4	0	20	214
8:40 AM	0	0	0	0	6	0	0	0	3	6	0	0	0	0	4	0	19	217
8:45 AM	0	0	0	0	2	0	0	0	2	6	0	0	0	1	2	0	13	212
8:50 AM	0	0	0	0	6	0	0	0	3	6	0	0	0	3	5	0	23	212
8:55 AM	0	0	0	0	2	0	0	0	2	2	0	0	0	1	4	0	11	207

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	76	0	0	0	40	44	0	4	0	28	72	0	264
Heavy Trucks	0	0	0		16	0	0		16	16	0		0	0	36		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

LOCATION: N Meridian Rd -- I-80 EB Ramps/Weber Rd
CITY/STATE: Vacaville, CA

QC JOB #: 16663310
DATE: Wed, Jul 24 2024



5-Min Count Period Beginning At	N Meridian Rd (Northbound)				N Meridian Rd (Southbound)				I-80 EB Ramps/Weber Rd (Eastbound)				I-80 EB Ramps/Weber Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	0	0	0	0	4	0	0	0	0	16	0	0	0	3	5	0	28	
3:05 PM	0	0	0	0	1	0	1	0	5	7	0	0	0	3	4	0	21	
3:10 PM	0	0	0	0	2	0	0	0	5	10	0	0	0	2	15	0	34	
3:15 PM	0	0	0	0	3	0	1	0	3	3	0	0	0	0	9	0	19	
3:20 PM	0	0	0	0	5	0	0	0	0	2	0	1	0	3	6	0	17	
3:25 PM	0	0	0	0	5	0	0	0	0	3	0	0	0	7	5	0	20	
3:30 PM	0	0	0	0	2	0	1	0	2	1	0	0	0	2	5	0	13	
3:35 PM	0	0	0	0	1	0	0	0	0	3	0	0	0	2	4	0	10	
3:40 PM	0	0	0	0	2	0	0	0	4	2	0	0	0	6	5	0	19	
3:45 PM	0	0	0	0	2	0	0	0	1	3	0	0	0	11	5	0	22	
3:50 PM	0	0	0	0	3	0	1	0	1	1	0	0	0	10	8	0	24	
3:55 PM	0	0	0	0	1	0	2	0	1	3	0	0	0	8	2	0	17	244
4:00 PM	0	0	0	0	2	0	0	0	3	8	0	0	0	1	3	0	17	233
4:05 PM	0	0	0	0	0	0	2	0	5	5	0	0	0	5	10	0	27	239
4:10 PM	0	0	0	0	1	0	0	0	2	3	0	0	0	5	5	0	16	221
4:15 PM	0	0	0	0	0	0	3	0	2	13	0	0	0	5	5	0	28	230
4:20 PM	0	0	0	0	0	0	2	0	1	8	0	0	0	9	1	0	21	234
4:25 PM	0	0	0	0	0	0	5	0	3	14	0	0	0	5	5	0	32	246
4:30 PM	0	0	0	0	0	0	3	0	2	6	0	0	0	7	5	0	23	256
4:35 PM	0	0	0	0	0	0	3	0	1	13	0	0	0	7	7	0	31	277
4:40 PM	0	0	0	0	0	0	4	0	6	11	0	0	0	3	2	0	26	284
4:45 PM	0	0	0	0	0	0	1	0	3	10	0	0	0	5	4	0	23	285
4:50 PM	0	0	0	0	0	0	3	0	2	8	0	0	0	9	3	0	25	286
4:55 PM	0	0	0	0	0	0	1	0	3	5	0	0	0	5	7	0	21	290
5:00 PM	0	0	0	0	0	0	2	0	6	3	0	0	0	3	2	0	16	289
5:05 PM	0	0	0	0	0	0	2	0	2	6	0	0	0	2	4	0	16	278
5:10 PM	0	0	0	0	0	0	1	0	6	5	0	0	0	9	8	0	29	291
5:15 PM	0	0	0	0	0	0	2	0	1	7	0	0	0	2	5	0	17	280
5:20 PM	0	0	0	0	0	0	7	0	1	9	0	0	0	3	5	0	25	284
5:25 PM	0	0	0	0	0	0	6	0	5	7	0	0	0	3	3	0	24	276
5:30 PM	0	0	0	0	0	0	1	0	2	6	0	0	0	0	3	0	12	265
5:35 PM	0	0	0	0	0	0	4	0	4	9	0	0	0	2	4	0	23	257
5:40 PM	0	0	0	0	0	0	3	0	3	8	0	0	0	0	4	0	18	249
5:45 PM	0	0	0	0	0	0	3	0	1	1	0	0	0	2	5	0	12	238
5:50 PM	0	0	0	0	0	0	1	0	5	3	0	0	0	1	7	0	17	230
5:55 PM	0	0	0	0	0	0	3	0	0	5	0	0	0	1	2	0	11	220

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	44	0	24	132	0	0	0	76	68	0	344
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	
<i>Comments:</i>																	

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	0	0	1	2	1	0	0	0	1	0	6	46-55	3
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
12:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	36-45	1
12:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:00 AM	0	0	0	0	0	2	0	2	1	0	0	0	0	0	5	46-55	3
01:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	1
01:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	36-45	1
03:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
04:00 AM	0	0	0	0	0	2	1	0	0	0	1	0	0	0	4	36-45	3
04:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
04:30 AM	0	0	0	0	1	0	0	3	0	0	0	0	0	0	4	41-50	3
04:45 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3	36-45	2
05:00 AM	0	0	0	0	0	1	0	3	2	0	0	0	0	0	6	46-55	5
05:15 AM	0	0	0	1	0	1	1	1	1	0	0	0	0	0	5	36-45	2
05:30 AM	0	0	0	0	0	5	2	2	2	0	0	0	0	0	11	36-45	7
05:45 AM	0	0	0	0	0	4	3	3	1	1	0	0	0	0	12	36-45	7
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	2	8	3	3	0	0	0	0	0	16	41-50	11
06:15 AM	0	0	0	0	0	1	8	8	4	0	0	0	0	0	21	41-50	16
06:30 AM	0	0	0	0	1	4	7	11	3	0	0	0	0	0	26	41-50	18
06:45 AM	1	0	0	0	3	10	7	14	3	1	0	1	0	0	40	41-50	21
07:00 AM	0	0	0	1	1	8	10	3	3	0	0	0	0	0	26	36-45	18
07:15 AM	1	0	0	8	3	3	7	6	2	0	0	0	0	0	30	41-50	13
07:30 AM	0	0	0	0	2	2	11	7	1	0	1	0	0	0	24	41-50	18
07:45 AM	0	0	0	0	1	3	6	10	5	0	0	0	0	0	25	41-50	16
08:00 AM	1	0	0	1	0	1	4	9	4	0	0	0	0	0	20	44-53	13
08:15 AM	0	0	0	0	1	1	10	7	3	1	0	0	0	0	23	41-50	17
08:30 AM	2	0	1	2	2	2	7	11	3	0	0	0	0	0	30	41-50	18
08:45 AM	0	0	1	3	0	6	6	5	4	0	1	0	0	0	26	36-45	12
09:00 AM	1	0	0	0	0	2	5	3	3	0	0	0	0	0	14	41-50	8
09:15 AM	0	0	0	1	2	2	9	5	2	0	0	0	0	0	21	41-50	14
09:30 AM	0	0	0	0	0	4	3	3	2	1	0	0	0	0	13	36-45	7
09:45 AM	2	0	0	1	1	1	3	2	0	1	0	1	0	0	12	41-50	5
10:00 AM	0	2	1	0	0	2	3	2	2	1	0	0	0	0	13	38-47	5
10:15 AM	0	0	1	0	1	3	5	3	0	0	0	0	0	0	13	36-45	8
10:30 AM	2	0	0	2	0	2	8	4	5	0	0	0	0	0	23	41-50	12
10:45 AM	1	0	0	0	0	4	3	6	2	2	0	0	0	0	18	41-50	9
11:00 AM	0	0	0	0	0	5	2	1	3	2	0	0	0	0	13	36-45	7
11:15 AM	2	0	0	2	1	5	8	2	1	0	0	0	0	0	21	36-45	13
11:30 AM	4	0	0	0	2	3	6	0	1	0	0	0	0	0	16	36-45	9
11:45 AM	2	0	0	3	0	2	3	3	3	0	0	0	0	0	16	41-50	6
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	1	0	0	0	1	4	4	0	1	1	2	0	1	0	15	36-45	8
12:15 PM	2	0	1	0	2	10	7	2	1	0	0	0	0	0	25	36-45	17
12:30 PM	0	0	1	0	4	3	2	6	2	1	0	1	0	0	20	43-52	8
12:45 PM	3	0	0	1	0	4	5	5	2	1	0	0	0	0	21	41-50	10
01:00 PM	4	0	0	0	2	2	3	2	0	0	1	0	0	0	14	38-47	5
01:15 PM	3	0	0	1	1	1	5	5	1	0	1	0	0	0	18	41-50	10
01:30 PM	5	0	0	0	1	5	2	2	1	0	0	0	0	0	16	36-45	7
01:45 PM	8	0	4	0	0	4	5	1	1	0	0	0	0	0	23	36-45	9
02:00 PM	6	0	0	3	1	3	1	3	3	2	0	0	0	0	22	46-55	6
02:15 PM	5	0	0	0	2	9	10	6	5	5	2	0	0	0	44	36-45	19
02:30 PM	11	0	0	0	1	2	8	6	7	1	2	1	0	0	39	41-50	14
02:45 PM	7	0	0	1	7	5	11	9	5	3	0	1	1	0	50	41-50	20
03:00 PM	3	0	0	0	1	4	9	9	9	4	0	0	0	0	39	41-50	18
03:15 PM	2	0	0	0	5	3	3	4	2	0	1	0	0	0	20	31-40	8
03:30 PM	2	0	1	2	1	0	1	3	0	1	0	0	0	0	11	41-50	4
03:45 PM	2	0	0	0	0	1	7	2	0	0	0	0	0	0	12	41-50	9
04:00 PM	1	0	0	0	0	3	1	6	3	5	0	0	0	0	19	46-55	9
04:15 PM	4	0	0	0	0	0	5	13	5	7	0	0	0	0	34	41-50	18
04:30 PM	1	0	0	0	0	3	8	9	4	5	2	0	0	0	32	41-50	17
04:45 PM	1	0	0	0	0	0	5	7	5	2	1	1	0	0	22	41-50	12
05:00 PM	1	0	0	1	0	0	3	2	5	1	0	0	0	0	13	46-55	7
05:15 PM	0	0	0	0	0	2	8	6	5	2	0	0	0	0	23	41-50	14
05:30 PM	1	0	0	1	2	5	6	5	3	0	0	0	0	0	23	37-46	11
05:45 PM	0	0	0	0	0	1	5	2	1	0	0	0	0	0	9	41-50	7
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

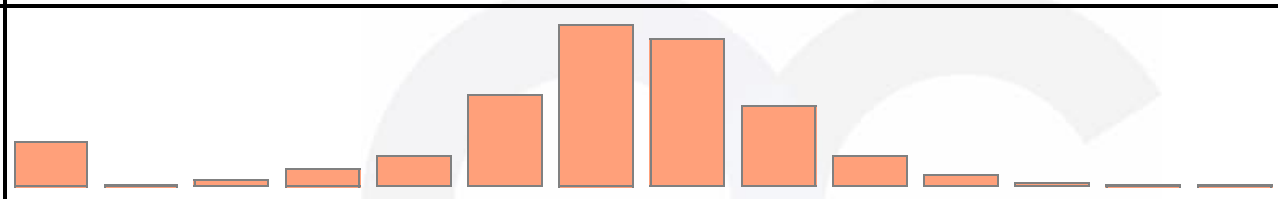
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd SPECIFIC LOCATION: CITY/STATE: Vacaville, CA															QC JOB #: 16663305 DIRECTION: EB DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	1	9	2	2	0	0	0	0	0	14	41-50	11
06:15 PM	0	0	0	0	2	1	3	6	2	0	0	0	0	0	14	41-50	9
06:30 PM	0	0	0	0	3	2	8	4	0	0	1	0	0	0	18	41-50	12
06:45 PM	0	0	0	0	1	2	2	4	0	0	0	0	0	0	9	41-50	6
07:00 PM	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5	41-50	3
07:15 PM	0	0	0	0	0	0	0	4	4	0	1	0	0	0	9	46-55	8
07:30 PM	0	0	0	0	0	3	2	1	1	2	0	0	0	0	9	36-45	5
07:45 PM	0	0	0	0	1	5	1	2	3	0	0	0	0	0	12	34-43	6
08:00 PM	0	0	0	0	0	1	2	3	3	0	1	0	0	0	10	46-55	6
08:15 PM	0	0	0	0	0	0	4	2	0	0	1	0	0	0	7	41-50	6
08:30 PM	0	0	0	0	0	1	7	2	0	3	0	0	0	0	13	41-50	9
08:45 PM	0	0	0	1	1	1	2	2	0	1	0	0	0	0	8	41-50	4
09:00 PM	0	0	0	0	0	2	3	1	0	1	0	0	0	0	7	36-45	5
09:15 PM	0	0	0	0	0	1	1	3	2	0	0	0	0	0	7	46-55	5
09:30 PM	0	0	0	0	1	0	3	4	0	1	0	0	0	0	9	41-50	7
09:45 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	41-50	3
10:00 PM	0	0	1	0	0	0	1	0	1	0	0	0	0	0	3	16-25	1
10:15 PM	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4	46-55	2
10:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	41-50	1
10:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
11:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
11:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	41-50	2
11:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
Day Total	92	2	12	37	63	192	337	308	168	62	21	6	3	0	1303	41-50	645
Percent	7.1%	0.2%	0.9%	2.8%	4.8%	14.7%	25.9%	23.6%	12.9%	4.8%	1.6%	0.5%	0.2%	0%			
AM Peak 15-min Vol	11:30 AM 4	10:00 AM 2	8:30 AM 1	7:15 AM 8	6:45 AM 3	6:45 AM 10	7:30 AM 11	6:45 AM 14	7:45 AM 5	10:45 AM 2	12:30 AM 1	6:45 AM 1	12:00 AM 1	12:00 AM 0	6:45 AM 40		
PM Peak 15-min Vol	2:30 PM 11	12:00 PM 0	1:45 PM 4	2:00 PM 3	2:45 PM 7	12:15 PM 10	2:45 PM 11	4:15 PM 13	3:00 PM 9	4:15 PM 7	12:00 PM 2	12:30 PM 1	12:00 PM 1	12:00 PM 0	2:45 PM 50		
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	92	2	12	37	63	192	337	308	168	62	21	6	3	0	1303	41-50	645
Percent	7.1%	0.2%	0.9%	2.8%	4.8%	14.7%	25.9%	23.6%	12.9%	4.8%	1.6%	0.5%	0.2%	0%			
Cumulative Percent	7.1%	7.2%	8.1%	11%	15.8%	30.5%	56.4%	80%	92.9%	97.7%	99.3%	99.8%	100%	100%			
ADT 1303															85th Percentile: 51 MPH Mean Speed(Average): 43 MPH Median: 43 MPH Mode: 43 MPH		
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Weber Rd west of Byrnes Rd**QC JOB #:** 16663305**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vacaville, CA**DATE:** Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 AM	0	2	1	0	0	0	0	0	0	0	1	0	0	0	4
04:45 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3
05:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
05:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
05:30 AM	0	6	4	0	0	0	0	0	1	0	0	0	0	0	11
05:45 AM	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
Day Total Percent															
ADT 1303															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd**QC JOB #:** 16663305**SPECIFIC LOCATION:****DIRECTION:** EB**CITY/STATE:** Vacaville, CA**DATE:** Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	8	7	0	1	0	0	0	0	0	0	0	0	0	16
06:15 AM	0	16	4	0	0	1	0	0	0	0	0	0	0	0	21
06:30 AM	0	15	3	0	0	1	0	0	7	0	0	0	0	0	26
06:45 AM	1	13	7	0	4	4	0	3	4	0	0	0	0	4	40
07:00 AM	0	14	6	0	0	0	0	0	6	0	0	0	0	0	26
07:15 AM	0	14	6	0	1	0	3	0	5	0	0	0	0	1	30
07:30 AM	0	19	4	0	0	0	0	0	1	0	0	0	0	0	24
07:45 AM	0	21	2	0	0	1	0	1	0	0	0	0	0	0	25
08:00 AM	0	14	3	0	1	1	0	0	0	0	0	0	0	1	20
08:15 AM	1	15	4	0	0	2	0	0	1	0	0	0	0	0	23
08:30 AM	1	10	6	0	0	1	1	1	8	0	0	0	0	2	30
08:45 AM	0	15	1	0	0	1	2	0	7	0	0	0	0	0	26
09:00 AM	0	7	1	1	0	0	0	2	3	0	0	0	0	0	14
09:15 AM	1	10	3	0	2	0	0	1	4	0	0	0	0	0	21
09:30 AM	0	9	0	1	0	0	0	0	3	0	0	0	0	0	13
09:45 AM	0	5	3	0	1	1	0	0	0	0	0	0	0	2	12
10:00 AM	0	7	5	0	0	0	0	0	1	0	0	0	0	0	13
10:15 AM	0	8	1	1	0	0	0	1	2	0	0	0	0	0	13
10:30 AM	0	8	2	0	0	1	1	2	7	0	0	0	0	2	23
10:45 AM	1	3	5	0	1	0	0	2	5	0	0	0	0	1	18
11:00 AM	0	8	2	0	0	1	0	2	0	0	0	0	0	0	13
11:15 AM	0	7	4	0	2	0	0	2	4	0	0	0	0	2	21
11:30 AM	0	4	6	0	0	0	0	2	0	0	0	0	0	4	16
11:45 AM	0	2	8	0	0	0	0	2	3	0	1	0	0	0	16
Day Total Percent															
ADT 1303															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: Weber Rd west of Byrnes Rd

QC JOB #: 16663305

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Vacaville, CA

DATE: Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	5	2	1	2	1	0	2	1	0	0	0	0	1	15
12:15 PM	0	10	6	0	1	2	0	1	3	0	0	0	0	2	25
12:30 PM	0	13	1	0	0	0	1	0	5	0	0	0	0	0	20
12:45 PM	1	7	5	0	0	0	1	0	4	0	0	0	0	3	21
01:00 PM	0	6	2	0	0	0	0	1	1	0	0	0	0	4	14
01:15 PM	0	8	3	0	0	0	0	2	3	0	0	0	0	2	18
01:30 PM	0	4	2	0	0	0	1	4	0	0	0	0	0	5	16
01:45 PM	0	8	3	0	0	1	1	2	0	0	0	0	0	8	23
02:00 PM	0	13	0	0	0	1	1	1	1	0	0	0	0	5	22
02:15 PM	0	26	4	0	1	0	0	2	5	0	2	0	0	4	44
02:30 PM	0	17	5	0	0	0	0	4	2	0	0	0	0	11	39
02:45 PM	0	25	6	0	1	1	0	4	6	0	0	0	0	7	50
03:00 PM	0	27	7	0	1	0	0	0	1	0	0	0	0	3	39
03:15 PM	0	10	4	0	2	0	1	1	0	0	0	0	0	2	20
03:30 PM	0	5	0	0	3	0	0	1	0	0	0	0	0	2	11
03:45 PM	0	4	2	0	2	0	0	0	2	0	0	0	0	2	12
04:00 PM	0	11	4	0	1	0	0	1	0	0	0	0	0	2	19
04:15 PM	0	22	5	0	3	0	0	0	0	0	0	0	0	4	34
04:30 PM	0	23	5	0	1	0	0	2	0	0	0	0	0	1	32
04:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	1	22
05:00 PM	0	7	2	0	2	0	0	1	0	0	0	0	0	1	13
05:15 PM	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
05:30 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	1	23
05:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
Day Total Percent															
ADT 1303															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: Weber Rd west of Byrnes Rd

QC JOB #: 16663305

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Vacaville, CA

DATE: Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	1	8	4	0	1	0	0	0	0	0	0	0	0	0	14
06:15 PM	0	10	2	0	0	1	0	0	1	0	0	0	0	0	14
06:30 PM	0	12	0	0	6	0	0	0	0	0	0	0	0	0	18
06:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
07:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
07:45 PM	0	7	2	0	2	0	0	1	0	0	0	0	0	0	12
08:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
08:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
08:30 PM	1	9	2	0	1	0	0	0	0	0	0	0	0	0	13
08:45 PM	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
09:00 PM	1	3	1	0	2	0	0	0	0	0	0	0	0	0	7
09:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
09:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
09:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	9	740	210	4	51	23	13	51	107	0	5	0	0	90	1303
Percent	0.7%	56.8%	16.1%	0.3%	3.9%	1.8%	1%	3.9%	8.2%	0%	0.4%	0%	0%	6.9%	
ADT 1303															
AM Peak 15-min Vol	6:45 AM 1	7:45 AM 21	11:45 AM 8	9:00 AM 1	6:45 AM 4	6:45 AM 4	7:15 AM 3	6:45 AM 3	8:30 AM 8	12:00 AM 0	4:30 AM 1	12:00 AM 0	12:00 AM 0	6:45 AM 4	6:45 AM 40
PM Peak 15-min Vol	12:45 PM 1	3:00 PM 27	3:00 PM 7	12:00 PM 1	6:30 PM 6	12:15 PM 2	12:30 PM 1	1:30 PM 4	2:45 PM 6	12:00 PM 0	2:15 PM 2	12:00 PM 0	12:00 PM 0	2:30 PM 11	2:45 PM 50

Comments:

LOCATION: Weber Rd west of Byrnes Rd														QC JOB #: 16663305	
SPECIFIC LOCATION:														DIRECTION: EB	
CITY/STATE: Vacaville, CA														DATE: Jul 24 2024	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	9	740	210	4	51	23	13	51	107	0	5	0	0	90	1303
Percent	0.7%	56.8%	16.1%	0.3%	3.9%	1.8%	1%	3.9%	8.2%	0%	0.4%	0%	0%	6.9%	
ADT 1303															
Comments:															

Type of report: Tube Count - Volume Data

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			6			6			6	
12:15 AM			1			1			1	
12:30 AM			2			2			2	
12:45 AM			1			1			1	
01:00 AM			5			5			5	
01:15 AM			2			2			2	
01:30 AM			1			1			1	
01:45 AM			0			0			0	
02:00 AM			0			0			0	
02:15 AM			0			0			0	
02:30 AM			0			0			0	
02:45 AM			0			0			0	
03:00 AM			1			1			1	
03:15 AM			0			0			0	
03:30 AM			2			2			2	
03:45 AM			1			1			1	
04:00 AM			4			4			4	
04:15 AM			2			2			2	
04:30 AM			4			4			4	
04:45 AM			3			3			3	
05:00 AM			6			6			6	
05:15 AM			5			5			5	
05:30 AM			11			11			11	
05:45 AM			12			12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			16			16			16	
06:15 AM			21			21			21	
06:30 AM			26			26			26	
06:45 AM			40			40			40	
07:00 AM			26			26			26	
07:15 AM			30			30			30	
07:30 AM			24			24			24	
07:45 AM			25			25			25	
08:00 AM			20			20			20	
08:15 AM			23			23			23	
08:30 AM			30			30			30	
08:45 AM			26			26			26	
09:00 AM			14			14			14	
09:15 AM			21			21			21	
09:30 AM			13			13			13	
09:45 AM			12			12			12	
10:00 AM			13			13			13	
10:15 AM			13			13			13	
10:30 AM			23			23			23	
10:45 AM			18			18			18	
11:00 AM			13			13			13	
11:15 AM			21			21			21	
11:30 AM			16			16			16	
11:45 AM			16			16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			15			15			15	
12:15 PM			25			25			25	
12:30 PM			20			20			20	
12:45 PM			21			21			21	
01:00 PM			14			14			14	
01:15 PM			18			18			18	
01:30 PM			16			16			16	
01:45 PM			23			23			23	
02:00 PM			22			22			22	
02:15 PM			44			44			44	
02:30 PM			39			39			39	
02:45 PM			50			50			50	
03:00 PM			39			39			39	
03:15 PM			20			20			20	
03:30 PM			11			11			11	
03:45 PM			12			12			12	
04:00 PM			19			19			19	
04:15 PM			34			34			34	
04:30 PM			32			32			32	
04:45 PM			22			22			22	
05:00 PM			13			13			13	
05:15 PM			23			23			23	
05:30 PM			23			23			23	
05:45 PM			9			9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Type of report: Tube Count - Volume Data

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: EB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			14			14			14	
06:15 PM			14			14			14	
06:30 PM			18			18			18	
06:45 PM			9			9			9	
07:00 PM			5			5			5	
07:15 PM			9			9			9	
07:30 PM			9			9			9	
07:45 PM			12			12			12	
08:00 PM			10			10			10	
08:15 PM			7			7			7	
08:30 PM			13			13			13	
08:45 PM			8			8			8	
09:00 PM			7			7			7	
09:15 PM			7			7			7	
09:30 PM			9			9			9	
09:45 PM			3			3			3	
10:00 PM			3			3			3	
10:15 PM			4			4			4	
10:30 PM			2			2			2	
10:45 PM			1			1			1	
11:00 PM			1			1			1	
11:15 PM			2			2			2	
11:30 PM			2			2			2	
11:45 PM			1			1			1	
Day Total			1303			1303			1303	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			6:45 AM 40			6:45 AM 40			6:45 AM 40	
PM Peak 15-min Vol			2:45 PM 50			2:45 PM 50			2:45 PM 50	
Comments:										

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB, WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	1	1	0	1	2	1	0	0	0	1	0	7	46-55	3
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
12:30 AM	0	0	0	0	0	0	2	2	0	0	1	0	0	0	5	41-50	4
12:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	31-40	1
01:00 AM	0	0	0	0	0	4	0	2	1	0	0	0	0	0	7	31-40	4
01:15 AM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3	26-35	1
01:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	26-35	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
02:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	36-45	1
03:45 AM	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3	36-45	2
04:00 AM	0	0	0	0	0	2	2	0	0	1	1	0	0	0	6	36-45	4
04:15 AM	0	0	0	0	0	1	0	3	1	0	0	0	0	0	5	46-55	4
04:30 AM	0	0	0	1	1	0	3	4	0	0	0	0	0	0	9	41-50	7
04:45 AM	0	0	0	0	0	1	2	2	1	1	0	0	0	0	7	41-50	4
05:00 AM	0	0	0	0	0	1	0	4	3	0	0	0	0	0	8	46-55	7
05:15 AM	0	0	0	2	0	2	2	3	1	0	0	0	0	0	10	41-50	5
05:30 AM	0	0	0	0	3	7	8	6	3	0	0	0	0	0	27	36-45	15
05:45 AM	0	0	0	0	0	6	4	4	1	2	0	1	0	0	18	36-45	10
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB, WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	1	2	12	5	5	0	0	0	0	0	25	41-50	17
06:15 AM	0	0	0	0	0	3	13	12	4	1	0	0	0	0	33	41-50	25
06:30 AM	0	0	0	0	2	6	9	13	6	0	0	0	0	0	36	41-50	22
06:45 AM	6	0	0	0	3	11	12	18	4	2	1	1	0	0	58	41-50	30
07:00 AM	0	0	0	1	2	12	15	7	5	0	0	0	0	0	42	36-45	27
07:15 AM	4	0	0	8	3	7	14	15	5	0	0	0	0	0	56	41-50	29
07:30 AM	1	0	0	0	4	5	15	16	4	0	1	0	0	0	46	41-50	31
07:45 AM	0	0	0	0	1	8	15	17	8	0	0	0	0	0	49	41-50	32
08:00 AM	1	0	0	1	1	9	13	15	4	0	0	0	0	0	44	41-50	28
08:15 AM	0	0	0	0	5	7	16	9	3	1	1	0	0	0	42	41-50	25
08:30 AM	3	0	1	2	3	4	11	15	4	0	0	0	0	0	43	41-50	26
08:45 AM	0	0	1	3	2	8	14	8	5	0	1	0	0	0	42	39-48	22
09:00 AM	1	0	0	0	2	9	12	8	5	0	0	0	0	0	37	36-45	21
09:15 AM	1	0	0	3	3	3	16	17	2	2	0	0	0	0	47	41-50	33
09:30 AM	0	0	0	0	2	6	10	9	3	1	0	0	0	0	31	41-50	19
09:45 AM	2	0	0	1	1	8	8	6	0	2	0	1	0	0	29	36-45	16
10:00 AM	0	2	1	6	2	2	7	6	2	1	0	0	0	0	29	41-50	13
10:15 AM	0	2	1	0	6	13	12	5	0	0	0	0	0	0	39	36-45	25
10:30 AM	4	0	0	3	4	8	10	7	5	0	0	0	0	0	41	36-45	18
10:45 AM	1	0	0	0	2	7	5	10	3	2	0	0	0	0	30	41-50	15
11:00 AM	1	0	0	0	2	12	8	3	4	2	0	0	0	0	32	36-45	20
11:15 AM	2	0	0	2	1	7	14	8	3	1	0	0	0	0	38	41-50	22
11:30 AM	5	0	0	2	3	5	12	6	2	0	0	0	0	0	35	41-50	18
11:45 AM	2	0	0	5	0	6	12	5	4	3	0	0	0	0	37	36-45	18
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB, WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	4	0	0	0	3	8	7	7	2	2	2	0	1	0	36	36-45	15
12:15 PM	4	0	1	0	3	14	11	3	2	0	0	0	0	0	38	36-45	25
12:30 PM	0	0	1	0	5	7	5	9	3	1	0	1	0	0	32	41-50	14
12:45 PM	3	0	0	1	3	5	10	12	3	2	0	0	0	0	39	41-50	22
01:00 PM	4	0	0	0	6	9	14	4	1	0	1	0	0	0	39	36-45	23
01:15 PM	4	0	0	3	5	7	13	7	1	0	1	0	0	0	41	36-45	20
01:30 PM	8	0	0	0	5	10	11	5	1	0	0	0	0	0	40	36-45	21
01:45 PM	10	0	4	1	4	8	10	4	1	1	0	0	0	0	43	36-45	18
02:00 PM	6	0	0	3	1	7	8	7	5	2	0	0	0	0	39	41-50	15
02:15 PM	6	0	0	0	4	11	17	9	5	5	2	0	0	0	59	36-45	28
02:30 PM	17	0	0	0	7	4	13	9	7	1	2	1	0	0	61	41-50	22
02:45 PM	8	0	0	1	9	11	23	9	5	3	0	1	1	0	71	36-45	34
03:00 PM	3	0	2	2	2	16	18	13	10	4	0	0	0	0	70	36-45	34
03:15 PM	2	0	0	0	9	13	13	8	5	0	1	0	0	0	51	36-45	26
03:30 PM	4	0	1	2	2	5	14	8	0	1	0	0	0	0	37	41-50	22
03:45 PM	3	0	0	1	0	17	24	4	2	0	1	0	0	0	52	36-45	41
04:00 PM	2	0	0	0	0	13	14	12	4	5	0	0	0	0	50	36-45	27
04:15 PM	5	0	0	0	0	7	18	19	6	7	0	0	0	0	62	41-50	37
04:30 PM	1	0	0	1	4	10	21	14	4	5	2	0	0	0	62	41-50	35
04:45 PM	1	0	0	1	0	6	21	12	8	2	1	1	0	0	53	41-50	33
05:00 PM	3	0	0	1	0	7	17	9	5	1	0	0	0	0	43	41-50	26
05:15 PM	0	0	0	0	0	6	19	10	6	2	0	0	0	0	43	41-50	29
05:30 PM	1	0	0	1	3	5	16	6	6	0	0	0	0	0	38	41-50	22
05:45 PM	0	0	0	0	1	1	10	9	1	0	0	0	0	0	22	41-50	19
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

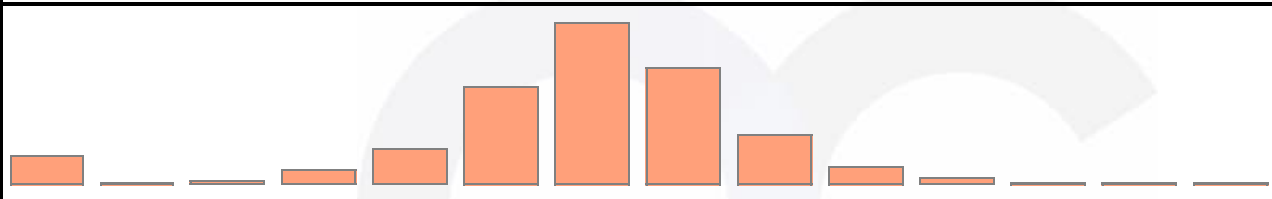
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd SPECIFIC LOCATION: CITY/STATE: Vacaville, CA															QC JOB #: 16663305 DIRECTION: EB, WB DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	1	4	12	3	5	0	0	0	0	0	25	36-45	16
06:15 PM	0	0	0	0	4	5	6	7	2	0	0	0	0	0	24	41-50	13
06:30 PM	0	0	0	0	6	5	9	5	0	0	1	0	0	0	26	36-45	14
06:45 PM	0	0	0	1	2	2	4	5	1	0	0	0	0	0	15	41-50	9
07:00 PM	0	0	0	0	1	2	2	2	1	0	0	0	0	0	8	36-45	4
07:15 PM	0	0	0	0	1	3	5	6	4	0	1	0	0	0	20	41-50	11
07:30 PM	0	0	0	0	0	6	5	1	2	2	0	0	0	0	16	36-45	11
07:45 PM	0	0	0	0	1	8	2	3	3	0	0	0	0	0	17	36-45	10
08:00 PM	0	0	0	0	0	1	5	4	3	0	1	0	0	0	14	41-50	9
08:15 PM	0	0	0	0	1	0	6	2	0	0	1	0	0	0	10	41-50	8
08:30 PM	0	0	0	0	1	4	9	2	0	3	0	0	0	0	19	36-45	13
08:45 PM	0	0	0	1	3	3	5	3	1	1	0	0	0	0	17	36-45	8
09:00 PM	0	0	0	0	0	3	4	2	0	1	0	0	0	0	10	36-45	7
09:15 PM	0	0	0	1	1	1	2	3	3	0	0	0	0	0	11	46-55	6
09:30 PM	0	0	0	1	2	1	4	6	0	1	0	0	0	0	15	41-50	10
09:45 PM	0	0	0	0	0	0	1	4	1	0	0	0	0	0	6	45-54	5
10:00 PM	0	0	1	0	1	1	4	1	1	0	0	0	0	0	9	40-49	5
10:15 PM	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4	46-55	2
10:30 PM	0	0	0	0	0	2	2	2	0	1	0	0	0	0	7	36-45	4
10:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
11:00 PM	0	0	0	0	0	1	2	0	2	0	0	0	0	0	5	36-45	3
11:15 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
11:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	0	0	4	41-50	2
11:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	46-55	2
Day Total	133	4	14	63	163	456	751	547	232	77	25	7	3	0	2475	41-50	1298
Percent	5.4%	0.2%	0.6%	2.5%	6.6%	18.4%	30.3%	22.1%	9.4%	3.1%	1%	0.3%	0.1%	0%			
AM Peak 15-min Vol	6:45 AM 6	10:00 AM 2	8:30 AM 1	7:15 AM 8	10:15 AM 6	10:15 AM 13	8:15 AM 16	6:45 AM 18	7:45 AM 8	11:45 AM 3	12:30 AM 1	5:45 AM 1	12:00 AM 1	12:00 AM 0	6:45 AM 58		
PM Peak 15-min Vol	2:30 PM 17	12:00 PM 0	1:45 PM 4	1:15 PM 3	2:45 PM 9	3:45 PM 17	3:45 PM 24	4:15 PM 19	3:00 PM 10	4:15 PM 7	12:00 PM 2	12:30 PM 1	12:00 PM 1	12:00 PM 0	2:45 PM 71		
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: EB, WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	133	4	14	63	163	456	751	547	232	77	25	7	3	0	2475	41-50	1298
Percent	5.4%	0.2%	0.6%	2.5%	6.6%	18.4%	30.3%	22.1%	9.4%	3.1%	1%	0.3%	0.1%	0%			
Cumulative Percent	5.4%	5.5%	6.1%	8.6%	15.2%	33.7%	64%	86.1%	95.5%	98.6%	99.6%	99.9%	100%	100%			
ADT 2475															85th Percentile: 49 MPH Mean Speed(Average): 42 MPH Median: 42 MPH Mode: 43 MPH		
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Weber Rd west of Byrnes Rd**QC JOB #:** 16663305**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Vacaville, CA**DATE:** Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
01:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:15 AM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	5
04:30 AM	0	6	1	0	0	0	0	0	0	0	2	0	0	0	9
04:45 AM	0	6	0	0	0	0	0	0	0	0	1	0	0	0	7
05:00 AM	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
05:15 AM	0	5	3	0	1	0	0	0	0	0	1	0	0	0	10
05:30 AM	0	16	9	0	0	0	0	0	1	0	1	0	0	0	27
05:45 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
Day Total Percent															
ADT 2475															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Weber Rd west of Byrnes Rd**QC JOB #:** 16663305**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Vacaville, CA**DATE:** Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	12	11	0	2	0	0	0	0	0	0	0	0	0	25
06:15 AM	0	25	7	0	0	1	0	0	0	0	0	0	0	0	33
06:30 AM	0	22	5	0	1	1	0	0	7	0	0	0	0	0	36
06:45 AM	2	24	9	0	5	4	0	3	4	0	0	0	0	7	58
07:00 AM	0	29	7	0	0	0	0	0	6	0	0	0	0	0	42
07:15 AM	2	24	9	0	1	0	3	0	14	0	0	0	0	3	56
07:30 AM	0	34	6	0	0	0	0	0	5	0	0	0	0	1	46
07:45 AM	0	37	3	0	0	1	0	1	7	0	0	0	0	0	49
08:00 AM	0	28	6	0	3	1	0	0	5	0	0	0	0	1	44
08:15 AM	1	23	7	0	0	3	0	0	8	0	0	0	0	0	42
08:30 AM	1	15	9	1	2	1	1	2	9	0	0	0	0	2	43
08:45 AM	0	28	2	0	0	2	2	0	8	0	0	0	0	0	42
09:00 AM	0	23	6	1	0	0	0	2	5	0	0	0	0	0	37
09:15 AM	1	25	5	0	2	1	0	1	11	0	0	0	0	1	47
09:30 AM	0	16	2	1	1	0	0	0	11	0	0	0	0	0	31
09:45 AM	1	15	4	0	2	2	0	1	2	0	0	0	0	2	29
10:00 AM	0	11	8	0	1	2	0	2	5	0	0	0	0	0	29
10:15 AM	0	19	6	1	0	1	0	2	10	0	0	0	0	0	39
10:30 AM	0	20	5	0	0	3	1	2	7	0	0	0	0	3	41
10:45 AM	1	12	6	0	2	1	0	2	5	0	0	0	0	1	30
11:00 AM	0	19	5	0	0	1	0	3	3	0	0	0	0	1	32
11:15 AM	1	15	7	0	2	0	0	2	9	0	0	0	0	2	38
11:30 AM	0	9	11	0	0	1	0	2	7	0	0	0	0	5	35
11:45 AM	0	18	11	0	0	0	0	2	5	0	1	0	0	0	37
Day Total Percent															
ADT 2475															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd**QC JOB #:** 16663305**SPECIFIC LOCATION:****DIRECTION:** EB, WB**CITY/STATE:** Vacaville, CA**DATE:** Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	15	7	1	3	1	0	2	3	0	0	0	0	4	36
12:15 PM	0	15	10	0	1	3	0	1	4	0	0	0	0	4	38
12:30 PM	0	20	2	0	0	0	1	0	9	0	0	0	0	0	32
12:45 PM	1	19	9	0	0	0	2	0	5	0	0	0	0	3	39
01:00 PM	0	23	3	0	0	0	0	1	8	0	0	0	0	4	39
01:15 PM	0	18	8	0	0	2	0	2	8	0	0	0	0	3	41
01:30 PM	0	19	5	1	0	0	1	4	4	0	0	0	0	6	40
01:45 PM	0	18	6	0	1	4	1	2	1	0	0	0	0	10	43
02:00 PM	0	27	2	0	0	1	1	1	2	0	0	0	0	5	39
02:15 PM	0	34	7	0	2	0	0	3	6	0	2	0	0	5	59
02:30 PM	0	27	7	0	0	2	0	4	4	0	0	0	0	17	61
02:45 PM	0	39	10	0	1	2	0	5	6	0	0	0	0	8	71
03:00 PM	0	41	15	0	1	6	0	0	4	0	0	0	0	3	70
03:15 PM	0	28	7	0	3	1	1	2	7	0	0	0	0	2	51
03:30 PM	0	23	3	0	4	1	0	1	1	0	0	0	0	4	37
03:45 PM	0	37	7	0	2	1	0	0	2	0	0	0	0	3	52
04:00 PM	0	32	10	0	2	0	0	1	1	0	1	0	0	3	50
04:15 PM	0	46	8	0	3	0	0	0	0	0	0	0	0	5	62
04:30 PM	0	49	8	0	1	0	0	2	0	0	1	0	0	1	62
04:45 PM	0	46	6	0	0	0	0	0	0	0	0	0	0	1	53
05:00 PM	0	31	5	0	2	0	0	1	0	0	1	0	0	3	43
05:15 PM	0	33	9	0	0	0	0	1	0	0	0	0	0	0	43
05:30 PM	0	31	6	0	0	0	0	0	0	0	0	0	0	1	38
05:45 PM	0	18	3	0	0	0	0	1	0	0	0	0	0	0	22
Day Total Percent															
ADT 2475															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: Weber Rd west of Byrnes Rd

SPECIFIC LOCATION:

CITY/STATE: Vacaville, CA

QC JOB #: 16663305

DIRECTION: EB, WB

DATE: Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	1	19	4	0	1	0	0	0	0	0	0	0	0	0	25
06:15 PM	0	17	5	0	0	1	0	0	1	0	0	0	0	0	24
06:30 PM	0	19	1	0	6	0	0	0	0	0	0	0	0	0	26
06:45 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
07:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
07:15 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
07:30 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
07:45 PM	0	9	3	0	4	0	0	1	0	0	0	0	0	0	17
08:00 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
08:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
08:30 PM	1	12	5	0	1	0	0	0	0	0	0	0	0	0	19
08:45 PM	0	12	3	0	2	0	0	0	0	0	0	0	0	0	17
09:00 PM	1	6	1	0	2	0	0	0	0	0	0	0	0	0	10
09:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
09:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
09:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
10:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	14	1498	389	6	72	52	14	62	232	0	12	0	0	124	2475
Percent	0.6%	60.5%	15.7%	0.2%	2.9%	2.1%	0.6%	2.5%	9.4%	0%	0.5%	0%	0%	5%	
ADT 2475															
AM Peak 15-min Vol	6:45 AM 2	7:45 AM 37	6:00 AM 11	8:30 AM 1	6:45 AM 5	6:45 AM 4	7:15 AM 3	6:45 AM 3	7:15 AM 14	12:00 AM 0	4:30 AM 2	12:00 AM 0	12:00 AM 0	6:45 AM 7	6:45 AM 58
PM Peak 15-min Vol	12:45 PM 1	4:30 PM 49	3:00 PM 15	12:00 PM 1	6:30 PM 6	3:00 PM 6	12:45 PM 2	2:45 PM 5	12:30 PM 9	12:00 PM 0	2:15 PM 2	12:00 PM 0	12:00 PM 0	2:30 PM 17	2:45 PM 71

Comments:

LOCATION: Weber Rd west of Byrnes Rd														QC JOB #: 16663305	
SPECIFIC LOCATION:														DIRECTION: EB, WB	
CITY/STATE: Vacaville, CA														DATE: Jul 24 2024	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	14	1498	389	6	72	52	14	62	232	0	12	0	0	124	2475
Percent	0.6%	60.5%	15.7%	0.2%	2.9%	2.1%	0.6%	2.5%	9.4%	0%	0.5%	0%	0%	5%	
ADT 2475															
Comments:															

Type of report: Tube Count - Volume Data

LOCATION: Weber Rd west of Byrnes Rd										QC JOB #: 16663305
SPECIFIC LOCATION:										DIRECTION: EB, WB
CITY/STATE: Vacaville, CA										DATE: Jul 24 2024 - Jul 24 2024
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			7			7			7	
12:15 AM			1			1			1	
12:30 AM			5			5			5	
12:45 AM			2			2			2	
01:00 AM			7			7			7	
01:15 AM			3			3			3	
01:30 AM			2			2			2	
01:45 AM			0			0			0	
02:00 AM			0			0			0	
02:15 AM			1			1			1	
02:30 AM			1			1			1	
02:45 AM			0			0			0	
03:00 AM			1			1			1	
03:15 AM			0			0			0	
03:30 AM			2			2			2	
03:45 AM			3			3			3	
04:00 AM			6			6			6	
04:15 AM			5			5			5	
04:30 AM			9			9			9	
04:45 AM			7			7			7	
05:00 AM			8			8			8	
05:15 AM			10			10			10	
05:30 AM			27			27			27	
05:45 AM			18			18			18	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			25			25			25	
06:15 AM			33			33			33	
06:30 AM			36			36			36	
06:45 AM			58			58			58	
07:00 AM			42			42			42	
07:15 AM			56			56			56	
07:30 AM			46			46			46	
07:45 AM			49			49			49	
08:00 AM			44			44			44	
08:15 AM			42			42			42	
08:30 AM			43			43			43	
08:45 AM			42			42			42	
09:00 AM			37			37			37	
09:15 AM			47			47			47	
09:30 AM			31			31			31	
09:45 AM			29			29			29	
10:00 AM			29			29			29	
10:15 AM			39			39			39	
10:30 AM			41			41			41	
10:45 AM			30			30			30	
11:00 AM			32			32			32	
11:15 AM			38			38			38	
11:30 AM			35			35			35	
11:45 AM			37			37			37	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			36			36			36	
12:15 PM			38			38			38	
12:30 PM			32			32			32	
12:45 PM			39			39			39	
01:00 PM			39			39			39	
01:15 PM			41			41			41	
01:30 PM			40			40			40	
01:45 PM			43			43			43	
02:00 PM			39			39			39	
02:15 PM			59			59			59	
02:30 PM			61			61			61	
02:45 PM			71			71			71	
03:00 PM			70			70			70	
03:15 PM			51			51			51	
03:30 PM			37			37			37	
03:45 PM			52			52			52	
04:00 PM			50			50			50	
04:15 PM			62			62			62	
04:30 PM			62			62			62	
04:45 PM			53			53			53	
05:00 PM			43			43			43	
05:15 PM			43			43			43	
05:30 PM			38			38			38	
05:45 PM			22			22			22	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: EB, WB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			25			25			25	
06:15 PM			24			24			24	
06:30 PM			26			26			26	
06:45 PM			15			15			15	
07:00 PM			8			8			8	
07:15 PM			20			20			20	
07:30 PM			16			16			16	
07:45 PM			17			17			17	
08:00 PM			14			14			14	
08:15 PM			10			10			10	
08:30 PM			19			19			19	
08:45 PM			17			17			17	
09:00 PM			10			10			10	
09:15 PM			11			11			11	
09:30 PM			15			15			15	
09:45 PM			6			6			6	
10:00 PM			9			9			9	
10:15 PM			4			4			4	
10:30 PM			7			7			7	
10:45 PM			1			1			1	
11:00 PM			5			5			5	
11:15 PM			3			3			3	
11:30 PM			4			4			4	
11:45 PM			2			2			2	
Day Total			2475			2475			2475	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			6:45 AM 58			6:45 AM 58			6:45 AM 58	
PM Peak 15-min Vol			2:45 PM 71			2:45 PM 71			2:45 PM 71	
Comments:										

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3	41-50	3
12:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
01:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	31-40	2
01:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
01:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	26-35	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
02:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	36-45	1
04:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	36-45	1
04:15 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3	41-50	2
04:30 AM	0	0	0	1	0	0	3	1	0	0	0	0	0	0	5	41-50	4
04:45 AM	0	0	0	0	0	0	1	2	0	1	0	0	0	0	4	41-50	3
05:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
05:15 AM	0	0	0	1	0	1	1	2	0	0	0	0	0	0	5	41-50	3
05:30 AM	0	0	0	0	3	2	6	4	1	0	0	0	0	0	16	41-50	10
05:45 AM	0	0	0	0	0	2	1	1	0	1	0	1	0	0	6	36-45	3
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	1	0	4	2	2	0	0	0	0	0	9	41-50	6
06:15 AM	0	0	0	0	0	2	5	4	0	1	0	0	0	0	12	41-50	9
06:30 AM	0	0	0	0	1	2	2	2	3	0	0	0	0	0	10	46-55	5
06:45 AM	5	0	0	0	0	1	5	4	1	1	1	0	0	0	18	41-50	9
07:00 AM	0	0	0	0	1	4	5	4	2	0	0	0	0	0	16	38-47	9
07:15 AM	3	0	0	0	0	4	7	9	3	0	0	0	0	0	26	41-50	16
07:30 AM	1	0	0	0	2	3	4	9	3	0	0	0	0	0	22	41-50	13
07:45 AM	0	0	0	0	0	5	9	7	3	0	0	0	0	0	24	41-50	16
08:00 AM	0	0	0	0	1	8	9	6	0	0	0	0	0	0	24	36-45	17
08:15 AM	0	0	0	0	4	6	6	2	0	0	1	0	0	0	19	36-45	12
08:30 AM	1	0	0	0	1	2	4	4	1	0	0	0	0	0	13	41-50	8
08:45 AM	0	0	0	0	2	2	8	3	1	0	0	0	0	0	16	41-50	11
09:00 AM	0	0	0	0	2	7	7	5	2	0	0	0	0	0	23	36-45	14
09:15 AM	1	0	0	2	1	1	7	12	0	2	0	0	0	0	26	41-50	19
09:30 AM	0	0	0	0	2	2	7	6	1	0	0	0	0	0	18	41-50	13
09:45 AM	0	0	0	0	0	7	5	4	0	1	0	0	0	0	17	36-45	12
10:00 AM	0	0	0	6	2	0	4	4	0	0	0	0	0	0	16	26-35	8
10:15 AM	0	2	0	0	5	10	7	2	0	0	0	0	0	0	26	36-45	17
10:30 AM	2	0	0	1	4	6	2	3	0	0	0	0	0	0	18	31-40	10
10:45 AM	0	0	0	0	2	3	2	4	1	0	0	0	0	0	12	41-50	6
11:00 AM	1	0	0	0	2	7	6	2	1	0	0	0	0	0	19	36-45	13
11:15 AM	0	0	0	0	0	2	6	6	2	1	0	0	0	0	17	41-50	12
11:30 AM	1	0	0	2	1	2	6	6	1	0	0	0	0	0	19	41-50	12
11:45 AM	0	0	0	2	0	4	9	2	1	3	0	0	0	0	21	36-45	13
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	3	0	0	0	2	4	3	7	1	1	0	0	0	0	21	41-50	10
12:15 PM	2	0	0	0	1	4	4	1	1	0	0	0	0	0	13	36-45	8
12:30 PM	0	0	0	0	1	4	3	3	1	0	0	0	0	0	12	36-45	7
12:45 PM	0	0	0	0	3	1	5	7	1	1	0	0	0	0	18	41-50	12
01:00 PM	0	0	0	0	4	7	11	2	1	0	0	0	0	0	25	36-45	18
01:15 PM	1	0	0	2	4	6	8	2	0	0	0	0	0	0	23	36-45	14
01:30 PM	3	0	0	0	4	5	9	3	0	0	0	0	0	0	24	36-45	14
01:45 PM	2	0	0	1	4	4	5	3	0	1	0	0	0	0	20	36-45	9
02:00 PM	0	0	0	0	0	4	7	4	2	0	0	0	0	0	17	39-48	11
02:15 PM	1	0	0	0	2	2	7	3	0	0	0	0	0	0	15	41-50	10
02:30 PM	6	0	0	0	6	2	5	3	0	0	0	0	0	0	22	31-40	8
02:45 PM	1	0	0	0	2	6	12	0	0	0	0	0	0	0	21	36-45	18
03:00 PM	0	0	2	2	1	12	9	4	1	0	0	0	0	0	31	36-45	21
03:15 PM	0	0	0	0	4	10	10	4	3	0	0	0	0	0	31	36-45	20
03:30 PM	2	0	0	0	1	5	13	5	0	0	0	0	0	0	26	36-45	18
03:45 PM	1	0	0	1	0	16	17	2	2	0	1	0	0	0	40	36-45	33
04:00 PM	1	0	0	0	0	10	13	6	1	0	0	0	0	0	31	36-45	23
04:15 PM	1	0	0	0	0	7	13	6	1	0	0	0	0	0	28	36-45	20
04:30 PM	0	0	0	1	4	7	13	5	0	0	0	0	0	0	30	36-45	20
04:45 PM	0	0	0	1	0	6	16	5	3	0	0	0	0	0	31	36-45	22
05:00 PM	2	0	0	0	0	7	14	7	0	0	0	0	0	0	30	36-45	21
05:15 PM	0	0	0	0	0	4	11	4	1	0	0	0	0	0	20	40-49	15
05:30 PM	0	0	0	0	1	0	10	1	3	0	0	0	0	0	15	41-50	11
05:45 PM	0	0	0	0	1	0	5	7	0	0	0	0	0	0	13	41-50	12
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 7/29/2024 10:26 AM

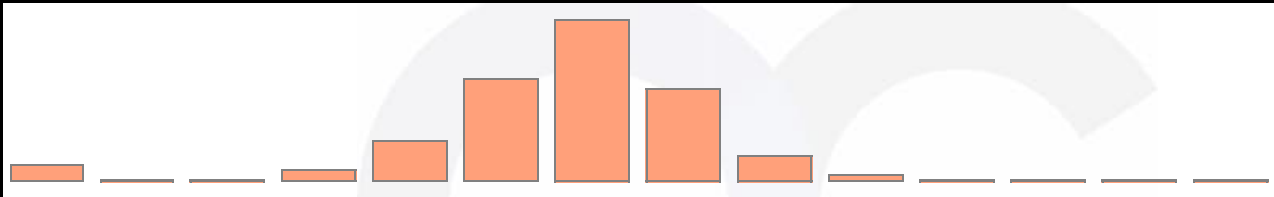
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Weber Rd west of Byrnes Rd SPECIFIC LOCATION: CITY/STATE: Vacaville, CA															QC JOB #: 16663305 DIRECTION: WB DATE: Jul 24 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	1	3	3	1	3	0	0	0	0	0	11	36-45	6
06:15 PM	0	0	0	0	2	4	3	1	0	0	0	0	0	0	10	36-45	7
06:30 PM	0	0	0	0	3	3	1	1	0	0	0	0	0	0	8	31-40	6
06:45 PM	0	0	0	1	1	0	2	1	1	0	0	0	0	0	6	41-50	3
07:00 PM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3	31-40	2
07:15 PM	0	0	0	0	1	3	5	2	0	0	0	0	0	0	11	36-45	8
07:30 PM	0	0	0	0	0	3	3	0	1	0	0	0	0	0	7	36-45	6
07:45 PM	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5	36-45	4
08:00 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4	41-50	4
08:15 PM	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3	36-45	2
08:30 PM	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6	36-45	5
08:45 PM	0	0	0	0	2	2	3	1	1	0	0	0	0	0	9	36-45	5
09:00 PM	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3	36-45	2
09:15 PM	0	0	0	1	1	0	1	0	1	0	0	0	0	0	4	26-35	2
09:30 PM	0	0	0	1	1	1	1	2	0	0	0	0	0	0	6	41-50	3
09:45 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
10:00 PM	0	0	0	0	1	1	3	1	0	0	0	0	0	0	6	38-47	4
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	2	2	1	0	0	0	0	0	0	5	36-45	4
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	36-45	3
11:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	31-40	1
11:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
Day Total	41	2	2	26	100	264	414	239	64	15	4	1	0	0	1172	36-45	678
Percent	3.5%	0.2%	0.2%	2.2%	8.5%	22.5%	35.3%	20.4%	5.5%	1.3%	0.3%	0.1%	0%	0%			
AM Peak 15-min Vol	6:45 AM 5	10:15 AM 2	12:00 AM 0	10:00 AM 6	10:15 AM 5	10:15 AM 10	7:45 AM 9	9:15 AM 12	6:30 AM 3	11:45 AM 3	6:45 AM 1	5:45 AM 1	12:00 AM 0	12:00 AM 0	7:15 AM 26		
PM Peak 15-min Vol	2:30 PM 6	12:00 PM 0	3:00 PM 2	1:15 PM 2	2:30 PM 6	3:45 PM 16	3:45 PM 17	12:00 PM 7	3:15 PM 3	12:00 PM 1	3:45 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	3:45 PM 40		
Comments:																	

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd															QC JOB #: 16663305		
SPECIFIC LOCATION:															DIRECTION: WB		
CITY/STATE: Vacaville, CA															DATE: Jul 24 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total Percent	41 3.5%	2 0.2%	2 0.2%	26 2.2%	100 8.5%	264 22.5%	414 35.3%	239 20.4%	64 5.5%	15 1.3%	4 0.3%	1 0.1%	0 0%	0 0%	1172	36-45	678
Cumulative Percent	3.5%	3.7%	3.8%	6.1%	14.6%	37.1%	72.4%	92.8%	98.3%	99.6%	99.9%	100%	100%	100%			
ADT 1172															85th Percentile: 48 MPH Mean Speed(Average): 41 MPH Median: 41 MPH Mode: 43 MPH		
Comments:																	

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Weber Rd west of Byrnes Rd**QC JOB #:** 16663305**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vacaville, CA**DATE:** Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3
04:30 AM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	5
04:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:15 AM	0	1	3	0	0	0	0	0	0	0	1	0	0	0	5
05:30 AM	0	10	5	0	0	0	0	0	0	0	1	0	0	0	16
05:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
Day Total Percent															
ADT 1172															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd**QC JOB #:** 16663305**SPECIFIC LOCATION:****DIRECTION:** WB**CITY/STATE:** Vacaville, CA**DATE:** Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
06:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
06:30 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
06:45 AM	1	11	2	0	1	0	0	0	0	0	0	0	0	3	18
07:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
07:15 AM	2	10	3	0	0	0	0	0	9	0	0	0	0	2	26
07:30 AM	0	15	2	0	0	0	0	0	4	0	0	0	0	1	22
07:45 AM	0	16	1	0	0	0	0	0	7	0	0	0	0	0	24
08:00 AM	0	14	3	0	2	0	0	0	5	0	0	0	0	0	24
08:15 AM	0	8	3	0	0	1	0	0	7	0	0	0	0	0	19
08:30 AM	0	5	3	1	2	0	0	1	1	0	0	0	0	0	13
08:45 AM	0	13	1	0	0	1	0	0	1	0	0	0	0	0	16
09:00 AM	0	16	5	0	0	0	0	0	2	0	0	0	0	0	23
09:15 AM	0	15	2	0	0	1	0	0	7	0	0	0	0	1	26
09:30 AM	0	7	2	0	1	0	0	0	8	0	0	0	0	0	18
09:45 AM	1	10	1	0	1	1	0	1	2	0	0	0	0	0	17
10:00 AM	0	4	3	0	1	2	0	2	4	0	0	0	0	0	16
10:15 AM	0	11	5	0	0	1	0	1	8	0	0	0	0	0	26
10:30 AM	0	12	3	0	0	2	0	0	0	0	0	0	0	1	18
10:45 AM	0	9	1	0	1	1	0	0	0	0	0	0	0	0	12
11:00 AM	0	11	3	0	0	0	0	1	3	0	0	0	0	1	19
11:15 AM	1	8	3	0	0	0	0	0	5	0	0	0	0	0	17
11:30 AM	0	5	5	0	0	1	0	0	7	0	0	0	0	1	19
11:45 AM	0	16	3	0	0	0	0	0	2	0	0	0	0	0	21
Day Total Percent															
ADT 1172															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: Weber Rd west of Byrnes Rd

QC JOB #: 16663305

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Vacaville, CA

DATE: Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	10	5	0	1	0	0	0	2	0	0	0	0	3	21
12:15 PM	0	5	4	0	0	1	0	0	1	0	0	0	0	2	13
12:30 PM	0	7	1	0	0	0	0	0	4	0	0	0	0	0	12
12:45 PM	0	12	4	0	0	0	1	0	1	0	0	0	0	0	18
01:00 PM	0	17	1	0	0	0	0	0	7	0	0	0	0	0	25
01:15 PM	0	10	5	0	0	2	0	0	5	0	0	0	0	1	23
01:30 PM	0	15	3	1	0	0	0	0	4	0	0	0	0	1	24
01:45 PM	0	10	3	0	1	3	0	0	1	0	0	0	0	2	20
02:00 PM	0	14	2	0	0	0	0	0	1	0	0	0	0	0	17
02:15 PM	0	8	3	0	1	0	0	1	1	0	0	0	0	1	15
02:30 PM	0	10	2	0	0	2	0	0	2	0	0	0	0	6	22
02:45 PM	0	14	4	0	0	1	0	1	0	0	0	0	0	1	21
03:00 PM	0	14	8	0	0	6	0	0	3	0	0	0	0	0	31
03:15 PM	0	18	3	0	1	1	0	1	7	0	0	0	0	0	31
03:30 PM	0	18	3	0	1	1	0	0	1	0	0	0	0	2	26
03:45 PM	0	33	5	0	0	1	0	0	0	0	0	0	0	1	40
04:00 PM	0	21	6	0	1	0	0	0	1	0	1	0	0	1	31
04:15 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	1	28
04:30 PM	0	26	3	0	0	0	0	0	0	0	1	0	0	0	30
04:45 PM	0	26	5	0	0	0	0	0	0	0	0	0	0	0	31
05:00 PM	0	24	3	0	0	0	0	0	0	0	1	0	0	2	30
05:15 PM	0	17	2	0	0	0	0	1	0	0	0	0	0	0	20
05:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
05:45 PM	0	10	2	0	0	0	0	1	0	0	0	0	0	0	13
Day Total Percent															
ADT 1172															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: Weber Rd west of Byrnes Rd

QC JOB #: 16663305

SPECIFIC LOCATION:

DIRECTION: WB

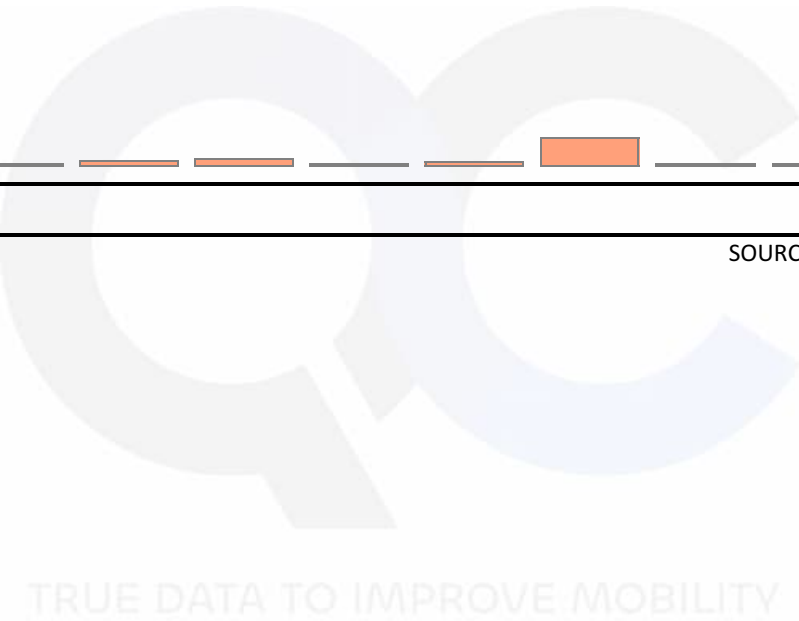
CITY/STATE: Vacaville, CA

DATE: Jul 24 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
06:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
06:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
06:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
07:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
07:45 PM	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
08:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
08:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
08:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
09:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
09:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	5	758	179	2	21	29	1	11	125	0	7	0	0	34	1172
Percent	0.4%	64.7%	15.3%	0.2%	1.8%	2.5%	0.1%	0.9%	10.7%	0%	0.6%	0%	0%	2.9%	
ADT 1172															
AM Peak 15-min Vol	7:15 AM 2	7:45 AM 16	5:30 AM 5	8:30 AM 1	8:00 AM 2	10:00 AM 2	12:00 AM 0	10:00 AM 2	7:15 AM 9	12:00 AM 0	4:15 AM 1	12:00 AM 0	12:00 AM 0	6:45 AM 3	7:15 AM 26
PM Peak 15-min Vol	12:00 PM 0	3:45 PM 33	3:00 PM 8	1:30 PM 1	7:45 PM 2	3:00 PM 6	12:45 PM 1	2:15 PM 1	1:00 PM 7	12:00 PM 0	4:00 PM 1	12:00 PM 0	12:00 PM 0	2:30 PM 6	3:45 PM 40

Comments:

LOCATION: Weber Rd west of Byrnes Rd														QC JOB #: 16663305	
SPECIFIC LOCATION:														DIRECTION: WB	
CITY/STATE: Vacaville, CA														DATE: Jul 24 2024	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	5	758	179	2	21	29	1	11	125	0	7	0	0	34	1172
Percent	0.4%	64.7%	15.3%	0.2%	1.8%	2.5%	0.1%	0.9%	10.7%	0%	0.6%	0%	0%	2.9%	
ADT 1172															
Comments:															



Type of report: Tube Count - Volume Data

LOCATION: Weber Rd west of Byrnes Rd										QC JOB #: 16663305	
SPECIFIC LOCATION:										DIRECTION: WB	
CITY/STATE: Vacaville, CA										DATE: Jul 24 2024 - Jul 24 2024	
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile	
12:00 AM			1			1			1		
12:15 AM			0			0			0		
12:30 AM			3			3			3		
12:45 AM			1			1			1		
01:00 AM			2			2			2		
01:15 AM			1			1			1		
01:30 AM			1			1			1		
01:45 AM			0			0			0		
02:00 AM			0			0			0		
02:15 AM			1			1			1		
02:30 AM			1			1			1		
02:45 AM			0			0			0		
03:00 AM			0			0			0		
03:15 AM			0			0			0		
03:30 AM			0			0			0		
03:45 AM			2			2			2		
04:00 AM			2			2			2		
04:15 AM			3			3			3		
04:30 AM			5			5			5		
04:45 AM			4			4			4		
05:00 AM			2			2			2		
05:15 AM			5			5			5		
05:30 AM			16			16			16		
05:45 AM			6			6			6		
Day Total											
% Weekday Average											
% Week Average											
AM Peak 15-min Vol											
PM Peak 15-min Vol											
Comments:											

Report generated on 7/29/2024 10:26 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			9			9			9	
06:15 AM			12			12			12	
06:30 AM			10			10			10	
06:45 AM			18			18			18	
07:00 AM			16			16			16	
07:15 AM			26			26			26	
07:30 AM			22			22			22	
07:45 AM			24			24			24	
08:00 AM			24			24			24	
08:15 AM			19			19			19	
08:30 AM			13			13			13	
08:45 AM			16			16			16	
09:00 AM			23			23			23	
09:15 AM			26			26			26	
09:30 AM			18			18			18	
09:45 AM			17			17			17	
10:00 AM			16			16			16	
10:15 AM			26			26			26	
10:30 AM			18			18			18	
10:45 AM			12			12			12	
11:00 AM			19			19			19	
11:15 AM			17			17			17	
11:30 AM			19			19			19	
11:45 AM			21			21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			21			21			21	
12:15 PM			13			13			13	
12:30 PM			12			12			12	
12:45 PM			18			18			18	
01:00 PM			25			25			25	
01:15 PM			23			23			23	
01:30 PM			24			24			24	
01:45 PM			20			20			20	
02:00 PM			17			17			17	
02:15 PM			15			15			15	
02:30 PM			22			22			22	
02:45 PM			21			21			21	
03:00 PM			31			31			31	
03:15 PM			31			31			31	
03:30 PM			26			26			26	
03:45 PM			40			40			40	
04:00 PM			31			31			31	
04:15 PM			28			28			28	
04:30 PM			30			30			30	
04:45 PM			31			31			31	
05:00 PM			30			30			30	
05:15 PM			20			20			20	
05:30 PM			15			15			15	
05:45 PM			13			13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

LOCATION: Weber Rd west of Byrnes Rd							QC JOB #: 16663305			
SPECIFIC LOCATION:							DIRECTION: WB			
CITY/STATE: Vacaville, CA							DATE: Jul 24 2024 - Jul 24 2024			
Start Time	Mon	Tue	Wed 24 Jul 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			11			11			11	
06:15 PM			10			10			10	
06:30 PM			8			8			8	
06:45 PM			6			6			6	
07:00 PM			3			3			3	
07:15 PM			11			11			11	
07:30 PM			7			7			7	
07:45 PM			5			5			5	
08:00 PM			4			4			4	
08:15 PM			3			3			3	
08:30 PM			6			6			6	
08:45 PM			9			9			9	
09:00 PM			3			3			3	
09:15 PM			4			4			4	
09:30 PM			6			6			6	
09:45 PM			3			3			3	
10:00 PM			6			6			6	
10:15 PM			0			0			0	
10:30 PM			5			5			5	
10:45 PM			0			0			0	
11:00 PM			4			4			4	
11:15 PM			1			1			1	
11:30 PM			2			2			2	
11:45 PM			1			1			1	
Day Total			1172			1172			1172	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			7:15 AM 26			7:15 AM 26			7:15 AM 26	
PM Peak 15-min Vol			3:45 PM 40			3:45 PM 40			3:45 PM 40	
Comments:										

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
05:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
05:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	31-40	1
06:15 AM	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4	46-55	3
06:30 AM	0	0	0	0	0	0	0	1	4	2	0	0	0	0	7	51-60	6
06:45 AM	0	0	0	0	0	1	0	1	0	0	2	0	0	0	4	56-65	2
07:00 AM	0	0	0	0	0	1	2	3	5	1	0	0	0	0	12	46-55	8
07:15 AM	0	0	0	0	0	0	1	3	2	3	1	0	0	0	10	46-55	5
07:30 AM	0	0	0	0	1	0	0	3	8	1	1	0	0	0	14	46-55	11
07:45 AM	0	0	0	0	0	0	0	0	1	1	2	0	0	0	4	56-65	3
08:00 AM	0	0	0	0	0	1	0	1	2	1	0	0	1	0	6	51-60	3
08:15 AM	0	0	0	0	0	0	0	2	1	3	0	0	0	0	6	51-60	4
08:30 AM	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3	46-55	2
08:45 AM	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4	46-55	2
09:00 AM	0	0	1	2	0	0	0	2	2	1	0	0	0	0	8	46-55	4
09:15 AM	0	0	0	0	0	2	0	1	3	0	1	0	0	0	7	46-55	4
09:30 AM	0	0	0	0	0	0	1	1	1	1	1	0	0	0	5	41-50	2
09:45 AM	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	36-45	3
10:00 AM	0	0	0	0	1	0	0	2	0	1	0	0	0	0	4	41-50	2
10:15 AM	0	0	0	0	2	0	1	0	0	1	0	1	0	0	5	26-35	2
10:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	36-45	2
10:45 AM	0	0	0	0	0	0	2	1	1	1	0	0	0	0	5	41-50	3
11:00 AM	0	0	0	0	2	1	0	4	4	1	2	1	0	0	15	46-55	8
11:15 AM	0	0	0	0	0	0	0	6	4	0	0	1	0	0	11	46-55	10
11:30 AM	0	0	0	0	0	0	2	2	1	2	1	0	0	0	8	41-50	4
11:45 AM	1	0	0	0	0	0	2	2	4	0	0	0	0	0	9	46-55	6
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	3	1	2	0	0	0	1	0	7	41-50	4
12:15 PM	1	0	4	0	0	0	1	0	1	1	0	0	0	0	8	16-25	4
12:30 PM	0	0	0	0	0	0	1	5	2	1	0	0	0	0	9	46-55	7
12:45 PM	0	0	0	0	0	0	0	1	3	2	0	0	0	1	7	51-60	5
01:00 PM	0	0	0	0	0	0	1	3	0	2	1	0	0	0	7	41-50	4
01:15 PM	0	0	0	0	0	0	0	4	0	1	1	0	0	0	6	41-50	4
01:30 PM	0	0	0	0	1	0	3	3	5	2	1	1	1	0	17	46-55	8
01:45 PM	0	0	0	0	0	0	3	2	2	0	1	0	0	0	8	41-50	5
02:00 PM	0	0	0	0	0	1	1	2	2	5	1	0	0	0	12	51-60	7
02:15 PM	0	0	0	0	0	0	0	2	7	2	3	0	0	0	14	47-56	9
02:30 PM	0	0	0	0	2	0	1	3	5	1	0	1	1	2	16	46-55	8
02:45 PM	0	0	0	0	0	0	1	1	1	3	1	0	0	0	7	53-62	4
03:00 PM	0	0	0	0	0	0	2	2	4	1	0	1	0	0	10	46-55	6
03:15 PM	0	0	1	0	0	3	1	5	5	7	4	1	0	0	27	51-60	12
03:30 PM	0	0	0	0	0	0	1	1	8	5	4	0	1	0	20	51-60	13
03:45 PM	0	0	0	0	0	0	0	2	6	5	2	3	0	0	18	51-60	11
04:00 PM	1	0	0	0	0	0	3	5	9	5	8	2	0	0	33	46-55	14
04:15 PM	0	0	0	0	0	0	2	0	5	6	8	0	0	0	21	56-65	14
04:30 PM	0	0	0	0	0	2	2	4	8	6	2	0	0	0	24	51-60	14
04:45 PM	0	0	0	0	0	0	1	2	19	2	2	1	0	0	27	46-55	21
05:00 PM	0	0	0	0	0	0	3	0	8	1	1	1	0	0	14	51-60	9
05:15 PM	0	0	0	0	0	0	1	1	9	2	2	1	0	0	16	51-60	11
05:30 PM	0	0	0	0	1	0	2	0	2	1	2	0	0	0	8	51-60	3
05:45 PM	0	0	1	0	0	0	0	1	5	5	0	0	0	0	12	51-60	10
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd SPECIFIC LOCATION: CITY/STATE: Vacaville, CA															QC JOB #: 16663306 DIRECTION: NB DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	1	0	1	2	0	3	0	0	0	0	7	51-60	3
06:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
06:30 PM	0	1	0	1	0	0	0	2	4	0	0	0	0	0	8	46-55	6
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
07:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2	41-50	2
07:15 PM	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	51-60	2
07:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
07:45 PM	1	0	0	0	0	2	1	1	2	0	0	0	0	0	7	36-45	3
08:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	31-40	1
08:15 PM	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3	41-50	2
08:30 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
08:45 PM	0	0	0	0	0	1	0	3	0	0	1	0	0	1	6	41-50	3
09:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3	36-45	3
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	66-75	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2	46-55	2
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	46-55	1
Day Total	4	1	7	4	12	22	56	106	179	94	60	15	6	4	570	46-55	285
Percent	0.7%	0.2%	1.2%	0.7%	2.1%	3.9%	9.8%	18.6%	31.4%	16.5%	10.5%	2.6%	1.1%	0.7%			
AM Peak 15-min Vol	11:45 AM 1	12:00 AM 0	9:00 AM 1	9:00 AM 2	10:15 AM 2	9:15 AM 2	9:45 AM 3	11:15 AM 6	7:30 AM 8	7:15 AM 3	6:45 AM 2	10:15 AM 1	8:00 AM 1	12:00 AM 0	11:00 AM 15		
PM Peak 15-min Vol	12:15 PM 1	6:30 PM 1	12:15 PM 4	6:30 PM 1	2:30 PM 2	3:15 PM 3	12:00 PM 3	12:30 PM 5	4:45 PM 19	3:15 PM 7	4:00 PM 8	3:45 PM 3	12:00 PM 1	2:30 PM 2	4:00 PM 33		
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

SUMMARY - Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: NB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total	4	1	7	4	12	22	56	106	179	94	60	15	6	4	570	46-55	285
Percent	0.7%	0.2%	1.2%	0.7%	2.1%	3.9%	9.8%	18.6%	31.4%	16.5%	10.5%	2.6%	1.1%	0.7%			
Cumulative Percent	0.7%	0.9%	2.1%	2.8%	4.9%	8.8%	18.6%	37.2%	68.6%	85.1%	95.6%	98.2%	99.3%	100%			
ADT 570															85th Percentile: 59 MPH Mean Speed(Average): 52 MPH Median: 52 MPH Mode: 53 MPH		
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total Percent															
ADT 570															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 8/5/2024 5:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
06:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00 AM	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
07:15 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
07:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
08:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
08:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
09:00 AM	0	4	2	0	0	1	0	0	0	0	1	0	0	0	8
09:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
09:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
09:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	2	0	1	0	0	0	0	1	0	0	0	0	0	4
10:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
10:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
11:15 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
11:30 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
11:45 AM	1	4	2	0	0	1	0	0	0	0	0	0	0	1	9
Day Total Percent															
ADT 570															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 8/5/2024 5:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
12:15 PM	0	4	2	0	0	0	0	0	1	0	0	0	0	1	8
12:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
12:45 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:30 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
01:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:00 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
02:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
02:30 PM	0	14	0	0	2	0	0	0	0	0	0	0	0	0	16
02:45 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
03:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
03:15 PM	0	20	4	0	2	0	0	1	0	0	0	0	0	0	27
03:30 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
03:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
04:00 PM	0	29	2	0	1	0	0	0	0	0	0	0	0	1	33
04:15 PM	1	18	2	0	0	0	0	0	0	0	0	0	0	0	21
04:30 PM	1	17	5	0	1	0	0	0	0	0	0	0	0	0	24
04:45 PM	0	25	1	0	0	0	0	1	0	0	0	0	0	0	27
05:00 PM	0	11	1	0	2	0	0	0	0	0	0	0	0	0	14
05:15 PM	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
05:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	1	7	4	0	0	0	0	0	0	0	0	0	0	0	12
Day Total Percent															
ADT 570															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 8/5/2024 5:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
06:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
07:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	1	7
08:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
08:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
08:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
09:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	5	442	88	2	22	2	0	2	2	0	1	0	0	4	570
Percent	0.9%	77.5%	15.4%	0.4%	3.9%	0.4%	0%	0.4%	0.4%	0%	0.2%	0%	0%	0.7%	
ADT 570															
AM Peak 15-min Vol	11:45 AM 1	7:30 AM 13	11:00 AM 3	3:45 AM 1	7:00 AM 2	9:00 AM 1	12:00 AM 0	12:00 AM 0	10:00 AM 1	12:00 AM 0	9:00 AM 1	12:00 AM 0	12:00 AM 0	11:45 AM 1	11:00 AM 15
PM Peak 15-min Vol	12:45 PM 1	4:00 PM 29	5:15 PM 6	12:00 PM 0	2:30 PM 2	12:00 PM 0	12:00 PM 0	3:15 PM 1	12:15 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:15 PM 1	4:00 PM 33

Comments:

Report generated on 8/5/2024 5:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Byrnes Rd south of Kilkenny Rd														QC JOB #: 16663306	
SPECIFIC LOCATION:														DIRECTION: NB	
CITY/STATE: Vacaville, CA														DATE: Jul 30 2024	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	5	442	88	2	22	2	0	2	2	0	1	0	0	4	570
Percent	0.9%	77.5%	15.4%	0.4%	3.9%	0.4%	0%	0.4%	0.4%	0%	0.2%	0%	0%	0.7%	
ADT 570															
	Comments:														

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd						QC JOB #: 16663306				
SPECIFIC LOCATION:						DIRECTION: NB				
CITY/STATE: Vacaville, CA						DATE: Jul 30 2024 - Jul 30 2024				
Start Time	Mon 30 Jul 24	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		0				0			0	
12:15 AM		1				1			1	
12:30 AM		0				0			0	
12:45 AM		1				1			1	
01:00 AM		0				0			0	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		1				1			1	
04:00 AM		1				1			1	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		2				2			2	
05:00 AM		0				0			0	
05:15 AM		2				2			2	
05:30 AM		1				1			1	
05:45 AM		1				1			1	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 8/5/2024 5:22 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd							QC JOB #: 16663306			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vacaville, CA							DATE: Jul 30 2024 - Jul 30 2024			
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM		2				2			2	
06:15 AM		4				4			4	
06:30 AM		7				7			7	
06:45 AM		4				4			4	
07:00 AM		12				12			12	
07:15 AM		10				10			10	
07:30 AM		14				14			14	
07:45 AM		4				4			4	
08:00 AM		6				6			6	
08:15 AM		6				6			6	
08:30 AM		3				3			3	
08:45 AM		4				4			4	
09:00 AM		8				8			8	
09:15 AM		7				7			7	
09:30 AM		5				5			5	
09:45 AM		4				4			4	
10:00 AM		4				4			4	
10:15 AM		5				5			5	
10:30 AM		2				2			2	
10:45 AM		5				5			5	
11:00 AM		15				15			15	
11:15 AM		11				11			11	
11:30 AM		8				8			8	
11:45 AM		9				9			9	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 8/5/2024 5:22 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd							QC JOB #: 16663306			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vacaville, CA							DATE: Jul 30 2024 - Jul 30 2024			
Start Time	Mon 30 Jul 24	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		7				7			7	
12:15 PM		8				8			8	
12:30 PM		9				9			9	
12:45 PM		7				7			7	
01:00 PM		7				7			7	
01:15 PM		6				6			6	
01:30 PM		17				17			17	
01:45 PM		8				8			8	
02:00 PM		12				12			12	
02:15 PM		14				14			14	
02:30 PM		16				16			16	
02:45 PM		7				7			7	
03:00 PM		10				10			10	
03:15 PM		27				27			27	
03:30 PM		20				20			20	
03:45 PM		18				18			18	
04:00 PM		33				33			33	
04:15 PM		21				21			21	
04:30 PM		24				24			24	
04:45 PM		27				27			27	
05:00 PM		14				14			14	
05:15 PM		16				16			16	
05:30 PM		8				8			8	
05:45 PM		12				12			12	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 8/5/2024 5:22 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd							QC JOB #: 16663306			
SPECIFIC LOCATION:							DIRECTION: NB			
CITY/STATE: Vacaville, CA							DATE: Jul 30 2024 - Jul 30 2024			
Start Time	Mon 30 Jul 24	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		7				7			7	
06:15 PM		1				1			1	
06:30 PM		8				8			8	
06:45 PM		1				1			1	
07:00 PM		2				2			2	
07:15 PM		3				3			3	
07:30 PM		1				1			1	
07:45 PM		7				7			7	
08:00 PM		2				2			2	
08:15 PM		3				3			3	
08:30 PM		2				2			2	
08:45 PM		6				6			6	
09:00 PM		3				3			3	
09:15 PM		0				0			0	
09:30 PM		1				1			1	
09:45 PM		0				0			0	
10:00 PM		0				0			0	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		0				0			0	
11:00 PM		0				0			0	
11:15 PM		2				2			2	
11:30 PM		0				0			0	
11:45 PM		1				1			1	
Day Total		570				570			570	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		11:00 AM 15				11:00 AM 15			11:00 AM 15	
PM Peak 15-min Vol		4:00 PM 33				4:00 PM 33			4:00 PM 33	
Comments:										

Report generated on 8/5/2024 5:22 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: NB,SB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
12:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	31-40	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	51-60	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	21-30	1
04:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	26-35	1
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4	46-55	4
05:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	3	56-65	2
05:45 AM	0	0	0	0	0	1	1	3	2	0	0	1	0	0	8	46-55	5
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: NB,SB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	1	0	0	1	2	4	0	2	0	10	56-65	6
06:15 AM	0	0	0	0	0	0	1	2	5	4	3	3	0	0	18	51-60	9
06:30 AM	0	0	0	0	1	0	0	4	13	8	4	0	0	0	30	51-60	21
06:45 AM	0	0	0	0	0	1	1	4	4	4	7	0	1	0	22	56-65	11
07:00 AM	1	0	0	0	0	1	2	4	14	5	0	1	0	0	28	51-60	19
07:15 AM	1	0	0	0	0	0	3	4	6	9	7	0	1	0	31	56-65	16
07:30 AM	0	0	0	0	1	0	0	5	16	7	4	0	0	0	33	51-60	23
07:45 AM	0	0	0	0	0	2	1	3	9	6	6	1	0	0	28	51-60	15
08:00 AM	0	0	0	0	1	1	0	2	8	6	3	2	1	0	24	51-60	14
08:15 AM	1	0	0	0	0	0	0	7	3	8	1	0	0	0	20	51-60	11
08:30 AM	0	0	0	0	0	0	2	0	4	2	1	0	0	2	11	51-60	6
08:45 AM	0	0	0	0	0	2	1	2	4	4	1	0	0	0	14	51-60	8
09:00 AM	0	0	1	2	0	0	1	3	3	1	1	0	0	1	13	46-55	6
09:15 AM	0	0	0	2	1	3	1	3	5	1	3	0	0	0	19	46-55	8
09:30 AM	0	0	0	0	0	1	1	1	4	1	1	0	0	0	9	50-59	5
09:45 AM	0	0	0	1	0	0	3	1	3	0	0	0	0	0	8	41-50	4
10:00 AM	0	0	0	0	1	0	2	3	0	2	0	1	0	0	9	41-50	5
10:15 AM	0	0	0	0	2	1	2	2	1	3	0	1	0	0	12	51-60	4
10:30 AM	1	0	0	0	0	2	2	1	1	1	0	0	0	0	8	36-45	4
10:45 AM	0	0	0	0	0	1	4	1	2	1	0	0	0	0	9	40-49	5
11:00 AM	0	0	0	0	2	1	2	4	4	5	3	1	0	1	23	51-60	9
11:15 AM	0	0	0	0	0	1	2	8	4	0	0	1	0	0	16	46-55	12
11:30 AM	0	0	0	0	0	1	3	3	4	2	1	0	0	0	14	46-55	7
11:45 AM	1	0	0	0	0	0	2	3	6	0	2	0	0	0	14	46-55	9
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: NB,SB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	3	3	5	1	0	0	1	0	13	46-55	8
12:15 PM	1	0	4	0	1	0	2	3	2	1	0	0	0	0	14	43-52	5
12:30 PM	0	0	0	0	0	2	1	7	4	1	0	0	0	0	15	46-55	11
12:45 PM	0	0	0	1	1	0	1	1	3	3	0	0	0	1	11	51-60	6
01:00 PM	0	0	0	0	0	1	2	4	2	3	1	0	0	0	13	46-55	6
01:15 PM	0	0	0	0	0	2	0	6	0	3	1	0	0	0	12	41-50	6
01:30 PM	0	0	0	0	1	0	4	4	7	4	3	2	1	0	26	49-58	11
01:45 PM	0	0	0	0	1	0	4	5	5	0	1	0	0	0	16	46-55	10
02:00 PM	0	0	0	0	0	1	1	3	2	5	2	0	0	0	14	55-64	7
02:15 PM	0	0	0	0	0	0	0	3	8	4	4	0	0	0	19	51-60	12
02:30 PM	0	1	0	0	2	0	1	9	7	3	1	1	1	2	28	46-55	16
02:45 PM	0	0	0	0	0	1	3	4	4	4	2	0	0	0	18	46-55	8
03:00 PM	0	0	0	0	0	0	3	3	6	1	1	1	0	0	15	46-55	9
03:15 PM	0	0	3	0	0	4	1	7	8	8	4	1	0	0	36	51-60	16
03:30 PM	0	0	0	0	0	0	1	2	8	7	4	0	1	0	23	51-60	15
03:45 PM	0	0	0	0	0	0	1	6	8	5	3	3	0	0	26	46-55	14
04:00 PM	1	0	0	0	0	1	4	6	11	9	8	3	0	0	43	51-60	20
04:15 PM	0	0	0	0	0	0	3	4	8	7	8	0	0	0	30	51-60	15
04:30 PM	0	0	0	0	0	2	5	4	10	9	3	0	0	0	33	51-60	19
04:45 PM	0	0	0	0	0	0	3	3	22	3	4	1	0	0	36	48-57	25
05:00 PM	0	0	0	0	0	2	3	5	9	1	1	1	0	0	22	46-55	14
05:15 PM	0	0	0	0	0	0	2	1	11	4	3	1	0	0	22	51-60	15
05:30 PM	0	0	0	0	1	0	2	1	3	3	2	1	1	0	14	51-60	6
05:45 PM	0	0	1	0	0	0	1	2	6	6	0	0	0	0	16	51-60	12
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

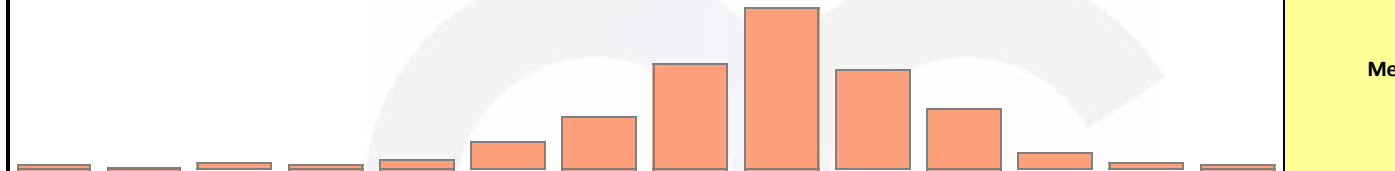
LOCATION: Byrnes Rd south of Kilkenny Rd SPECIFIC LOCATION: CITY/STATE: Vacaville, CA															QC JOB #: 16663306 DIRECTION: NB,SB DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	1	1	1	5	3	3	0	0	0	0	14	46-55	8
06:15 PM	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5	48-57	4
06:30 PM	0	1	0	1	0	1	1	2	4	1	0	0	0	0	11	46-55	6
06:45 PM	0	0	1	1	0	2	1	0	0	2	0	0	0	0	7	36-45	3
07:00 PM	0	0	0	0	0	1	2	1	2	0	0	0	0	0	6	41-50	3
07:15 PM	0	0	0	0	0	1	0	3	1	2	0	0	0	0	7	46-55	4
07:30 PM	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	16-25	1
07:45 PM	1	0	0	0	0	2	1	3	2	1	0	0	0	0	10	46-55	5
08:00 PM	0	0	0	0	0	2	1	2	1	0	0	0	0	0	6	36-45	3
08:15 PM	0	0	0	0	0	0	1	2	0	0	1	0	0	0	4	41-50	3
08:30 PM	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4	46-55	3
08:45 PM	0	0	0	0	0	1	0	3	0	0	1	0	0	1	6	41-50	3
09:00 PM	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4	36-45	4
09:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	66-75	1
09:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
10:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3	46-55	3
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	46-55	1
Day Total	8	2	11	9	18	52	101	200	307	190	115	28	11	8	1060	46-55	507
Percent	0.8%	0.2%	1%	0.8%	1.7%	4.9%	9.5%	18.9%	29%	17.9%	10.8%	2.6%	1%	0.8%			
AM Peak 15-min Vol	7:00 AM 1	12:00 AM 0	9:00 AM 1	9:00 AM 2	10:15 AM 2	9:15 AM 3	10:45 AM 4	11:15 AM 8	7:30 AM 16	7:15 AM 9	6:45 AM 7	6:15 AM 3	6:00 AM 2	8:30 AM 2	7:30 AM 33		
PM Peak 15-min Vol	12:15 PM 1	2:30 PM 1	12:15 PM 4	12:45 PM 1	2:30 PM 2	3:15 PM 4	4:30 PM 5	2:30 PM 9	4:45 PM 22	4:00 PM 9	4:00 PM 8	3:45 PM 3	12:00 PM 1	2:30 PM 2	4:00 PM 43		
<i>Comments:</i>																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

SUMMARY - Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd**QC JOB #:** 16663306**SPECIFIC LOCATION:****DIRECTION:** NB,SB**CITY/STATE:** Vacaville, CA**DATE:** Jul 30 2024

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total Percent	8 0.8%	2 0.2%	11 1%	9 0.8%	18 1.7%	52 4.9%	101 9.5%	200 18.9%	307 29%	190 17.9%	115 10.8%	28 2.6%	11 1%	8 0.8%	1060	46-55	507
Cumulative Percent	0.8%	0.9%	2%	2.8%	4.5%	9.4%	19%	37.8%	66.8%	84.7%	95.6%	98.2%	99.2%	100%			
ADT 1060															85th Percentile: 60 MPH Mean Speed(Average): 52 MPH Median: 52 MPH Mode: 53 MPH		
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB,SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 AM	0	5	2	0	0	0	0	1	0	0	0	0	0	0	8
Day Total Percent															
ADT 1060															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB,SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
06:15 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
06:30 AM	0	23	6	0	1	0	0	0	0	0	0	0	0	0	30
06:45 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
07:00 AM	0	23	2	0	2	0	0	0	0	0	0	0	0	1	28
07:15 AM	1	25	3	0	1	0	0	0	0	0	0	0	0	1	31
07:30 AM	1	29	3	0	0	0	0	0	0	0	0	0	0	0	33
07:45 AM	1	22	4	0	0	0	0	1	0	0	0	0	0	0	28
08:00 AM	0	17	5	0	2	0	0	0	0	0	0	0	0	0	24
08:15 AM	0	12	1	0	4	0	0	0	2	0	0	0	0	1	20
08:30 AM	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11
08:45 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
09:00 AM	0	8	2	0	1	1	0	0	0	0	1	0	0	0	13
09:15 AM	1	12	4	0	2	0	0	0	0	0	0	0	0	0	19
09:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
09:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
10:00 AM	0	5	1	1	1	0	0	0	1	0	0	0	0	0	9
10:15 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
10:30 AM	0	4	2	0	0	0	0	1	0	0	0	0	0	1	8
10:45 AM	0	4	2	0	3	0	0	0	0	0	0	0	0	0	9
11:00 AM	0	17	4	0	2	0	0	0	0	0	0	0	0	0	23
11:15 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
11:30 AM	0	9	3	0	1	0	0	0	0	0	1	0	0	0	14
11:45 AM	1	7	3	0	0	1	1	0	0	0	0	0	0	1	14
Day Total Percent															
ADT 1060															
AM Peak 15-min Vol															
PM Peak 15-min Vol															
Comments:															

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB,SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	0	13
12:15 PM	0	10	2	0	0	0	0	0	1	0	0	0	0	1	14
12:30 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
12:45 PM	1	7	2	0	1	0	0	0	0	0	0	0	0	0	11
01:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
01:15 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
01:30 PM	0	19	5	0	2	0	0	0	0	0	0	0	0	0	26
01:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
02:00 PM	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
02:15 PM	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
02:30 PM	0	23	3	0	2	0	0	0	0	0	0	0	0	0	28
02:45 PM	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
03:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
03:15 PM	0	25	6	0	4	0	0	1	0	0	0	0	0	0	36
03:30 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
03:45 PM	0	22	3	0	0	0	0	1	0	0	0	0	0	0	26
04:00 PM	0	34	6	0	2	0	0	0	0	0	0	0	0	1	43
04:15 PM	1	27	2	0	0	0	0	0	0	0	0	0	0	0	30
04:30 PM	1	24	6	0	2	0	0	0	0	0	0	0	0	0	33
04:45 PM	0	30	3	0	2	0	0	1	0	0	0	0	0	0	36
05:00 PM	0	18	1	0	2	0	0	0	1	0	0	0	0	0	22
05:15 PM	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
05:30 PM	0	13	0	0	0	0	0	1	0	0	0	0	0	0	14
05:45 PM	1	10	4	0	1	0	0	0	0	0	0	0	0	0	16
Day Total Percent															
ADT 1060															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: NB,SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
06:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
06:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
07:00 PM	0	1	4	0	1	0	0	0	0	0	0	0	0	0	6
07:15 PM	0	2	2	0	3	0	0	0	0	0	0	0	0	0	7
07:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
07:45 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	1	10
08:00 PM	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
08:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
08:30 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
08:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
09:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	10	792	172	2	59	2	1	7	5	0	2	0	0	8	1060
Percent	0.9%	74.7%	16.2%	0.2%	5.6%	0.2%	0.1%	0.7%	0.5%	0%	0.2%	0%	0%	0.8%	
ADT 1060															
AM Peak 15-min Vol	7:15 AM 1	7:30 AM 29	6:30 AM 6	3:45 AM 1	8:15 AM 4	9:00 AM 1	11:45 AM 1	5:45 AM 1	8:15 AM 2	12:00 AM 0	9:00 AM 1	12:00 AM 0	12:00 AM 0	7:00 AM 1	7:30 AM 33
PM Peak 15-min Vol	12:45 PM 1	4:00 PM 34	3:15 PM 6	12:00 PM 0	3:15 PM 4	12:00 PM 0	12:00 PM 0	3:15 PM 1	12:15 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:15 PM 1	4:00 PM 43

Comments:

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Byrnes Rd south of Kilkenny Rd														QC JOB #: 16663306	
SPECIFIC LOCATION:														DIRECTION: NB,SB	
CITY/STATE: Vacaville, CA														DATE: Jul 30 2024	
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	10	792	172	2	59	2	1	7	5	0	2	0	0	8	1060
Percent	0.9%	74.7%	16.2%	0.2%	5.6%	0.2%	0.1%	0.7%	0.5%	0%	0.2%	0%	0%	0.8%	
ADT 1060															
Comments:															

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd						QC JOB #: 16663306				
SPECIFIC LOCATION:						DIRECTION: NB,SB				
CITY/STATE: Vacaville, CA						DATE: Jul 30 2024 - Jul 30 2024				
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		1				1			1	
12:30 AM		0				0			0	
12:45 AM		2				2			2	
01:00 AM		0				0			0	
01:15 AM		1				1			1	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		1				1			1	
04:00 AM		1				1			1	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		2				2			2	
05:00 AM		0				0			0	
05:15 AM		4				4			4	
05:30 AM		3				3			3	
05:45 AM		8				8			8	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd										QC JOB #: 16663306	
SPECIFIC LOCATION:										DIRECTION: NB,SB	
CITY/STATE: Vacaville, CA										DATE: Jul 30 2024 - Jul 30 2024	
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile	
06:00 AM		10				10			10		
06:15 AM		18				18			18		
06:30 AM		30				30			30		
06:45 AM		22				22			22		
07:00 AM		28				28			28		
07:15 AM		31				31			31		
07:30 AM		33				33			33		
07:45 AM		28				28			28		
08:00 AM		24				24			24		
08:15 AM		20				20			20		
08:30 AM		11				11			11		
08:45 AM		14				14			14		
09:00 AM		13				13			13		
09:15 AM		19				19			19		
09:30 AM		9				9			9		
09:45 AM		8				8			8		
10:00 AM		9				9			9		
10:15 AM		12				12			12		
10:30 AM		8				8			8		
10:45 AM		9				9			9		
11:00 AM		23				23			23		
11:15 AM		16				16			16		
11:30 AM		14				14			14		
11:45 AM		14				14			14		
Day Total											
% Weekday Average											
% Week Average											
AM Peak 15-min Vol											
PM Peak 15-min Vol											
Comments:											

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd										QC JOB #: 16663306	
SPECIFIC LOCATION:										DIRECTION: NB,SB	
CITY/STATE: Vacaville, CA										DATE: Jul 30 2024 - Jul 30 2024	
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile	
12:00 PM		13				13			13		
12:15 PM		14				14			14		
12:30 PM		15				15			15		
12:45 PM		11				11			11		
01:00 PM		13				13			13		
01:15 PM		12				12			12		
01:30 PM		26				26			26		
01:45 PM		16				16			16		
02:00 PM		14				14			14		
02:15 PM		19				19			19		
02:30 PM		28				28			28		
02:45 PM		18				18			18		
03:00 PM		15				15			15		
03:15 PM		36				36			36		
03:30 PM		23				23			23		
03:45 PM		26				26			26		
04:00 PM		43				43			43		
04:15 PM		30				30			30		
04:30 PM		33				33			33		
04:45 PM		36				36			36		
05:00 PM		22				22			22		
05:15 PM		22				22			22		
05:30 PM		14				14			14		
05:45 PM		16				16			16		
Day Total											
% Weekday Average											
% Week Average											
AM Peak 15-min Vol											
PM Peak 15-min Vol											
Comments:											

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd							QC JOB #: 16663306			
SPECIFIC LOCATION:							DIRECTION: NB,SB			
CITY/STATE: Vacaville, CA							DATE: Jul 30 2024 - Jul 30 2024			
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		14				14			14	
06:15 PM		5				5			5	
06:30 PM		11				11			11	
06:45 PM		7				7			7	
07:00 PM		6				6			6	
07:15 PM		7				7			7	
07:30 PM		3				3			3	
07:45 PM		10				10			10	
08:00 PM		6				6			6	
08:15 PM		4				4			4	
08:30 PM		4				4			4	
08:45 PM		6				6			6	
09:00 PM		4				4			4	
09:15 PM		1				1			1	
09:30 PM		1				1			1	
09:45 PM		1				1			1	
10:00 PM		0				0			0	
10:15 PM		1				1			1	
10:30 PM		1				1			1	
10:45 PM		1				1			1	
11:00 PM		0				0			0	
11:15 PM		3				3			3	
11:30 PM		0				0			0	
11:45 PM		2				2			2	
Day Total		1060				1060			1060	
% Weekday Average		100%								
% Week Average		100%				100%				
AM Peak 15-min Vol		7:30 AM 33				7:30 AM 33			7:30 AM 33	
PM Peak 15-min Vol		4:00 PM 43				4:00 PM 43			4:00 PM 43	
Comments:										

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
12:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	31-40	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
05:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	41-50	2
05:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	56-65	2
05:45 AM	0	0	0	0	0	1	1	2	2	0	0	1	0	0	7	46-55	4
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 AM	0	0	0	0	0	0	0	0	1	2	3	0	2	0	8	56-65	5
06:15 AM	0	0	0	0	0	0	0	1	3	4	3	3	0	0	14	51-60	7
06:30 AM	0	0	0	0	1	0	0	3	9	6	4	0	0	0	23	51-60	15
06:45 AM	0	0	0	0	0	0	1	3	4	4	5	0	1	0	18	56-65	9
07:00 AM	1	0	0	0	0	0	0	1	9	4	0	1	0	0	16	51-60	13
07:15 AM	1	0	0	0	0	0	2	1	4	6	6	0	1	0	21	56-65	12
07:30 AM	0	0	0	0	0	0	0	2	8	6	3	0	0	0	19	51-60	14
07:45 AM	0	0	0	0	0	2	1	3	8	5	4	1	0	0	24	51-60	13
08:00 AM	0	0	0	0	1	0	0	1	6	5	3	2	0	0	18	51-60	11
08:15 AM	1	0	0	0	0	0	0	5	2	5	1	0	0	0	14	46-55	7
08:30 AM	0	0	0	0	0	0	1	0	2	2	1	0	0	2	8	51-60	4
08:45 AM	0	0	0	0	0	2	1	1	3	3	0	0	0	0	10	51-60	6
09:00 AM	0	0	0	0	0	0	1	1	1	0	1	0	0	1	5	41-50	2
09:15 AM	0	0	0	2	1	1	1	2	2	1	2	0	0	0	12	46-55	4
09:30 AM	0	0	0	0	0	1	0	0	3	0	0	0	0	0	4	46-55	3
09:45 AM	0	0	0	1	0	0	0	1	2	0	0	0	0	0	4	46-55	3
10:00 AM	0	0	0	0	0	0	2	1	0	1	0	1	0	0	5	41-50	3
10:15 AM	0	0	0	0	0	1	1	2	1	2	0	0	0	0	7	46-55	3
10:30 AM	1	0	0	0	0	1	1	1	1	1	0	0	0	0	6	36-45	2
10:45 AM	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4	36-45	3
11:00 AM	0	0	0	0	0	0	2	0	0	4	1	0	0	1	8	56-65	5
11:15 AM	0	0	0	0	0	1	2	2	0	0	0	0	0	0	5	41-50	4
11:30 AM	0	0	0	0	0	1	1	1	3	0	0	0	0	0	6	46-55	4
11:45 AM	0	0	0	0	0	0	0	1	2	0	2	0	0	0	5	46-55	3
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd															QC JOB #: 16663306		
SPECIFIC LOCATION:															DIRECTION: SB		
CITY/STATE: Vacaville, CA															DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
12:00 PM	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6	46-55	5
12:15 PM	0	0	0	0	1	0	1	3	1	0	0	0	0	0	6	43-52	4
12:30 PM	0	0	0	0	0	2	0	2	2	0	0	0	0	0	6	46-55	4
12:45 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	4	26-35	2
01:00 PM	0	0	0	0	0	1	1	1	2	1	0	0	0	0	6	51-60	3
01:15 PM	0	0	0	0	0	2	0	2	0	2	0	0	0	0	6	31-40	2
01:30 PM	0	0	0	0	0	0	1	1	2	2	2	1	0	0	9	51-60	4
01:45 PM	0	0	0	0	1	0	1	3	3	0	0	0	0	0	8	46-55	6
02:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	41-50	1
02:15 PM	0	0	0	0	0	0	0	1	1	2	1	0	0	0	5	56-65	3
02:30 PM	0	1	0	0	0	0	0	6	2	2	1	0	0	0	12	46-55	8
02:45 PM	0	0	0	0	0	1	2	3	3	1	1	0	0	0	11	46-55	6
03:00 PM	0	0	0	0	0	0	1	1	2	0	1	0	0	0	5	46-55	3
03:15 PM	0	0	2	0	0	1	0	2	3	1	0	0	0	0	9	46-55	5
03:30 PM	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	51-60	2
03:45 PM	0	0	0	0	0	0	1	4	2	0	1	0	0	0	8	46-55	6
04:00 PM	0	0	0	0	0	1	1	1	2	4	0	1	0	0	10	51-60	6
04:15 PM	0	0	0	0	0	0	1	4	3	1	0	0	0	0	9	46-55	7
04:30 PM	0	0	0	0	0	0	3	0	2	3	1	0	0	0	9	51-60	5
04:45 PM	0	0	0	0	0	0	2	1	3	1	2	0	0	0	9	48-57	4
05:00 PM	0	0	0	0	0	2	0	5	1	0	0	0	0	0	8	46-55	6
05:15 PM	0	0	0	0	0	0	1	0	2	2	1	0	0	0	6	51-60	4
05:30 PM	0	0	0	0	0	0	0	1	1	2	0	1	1	0	6	51-60	3
05:45 PM	0	0	0	0	0	0	1	1	1	1	0	0	0	0	4	41-50	2
Day Total Percent																	
AM Peak 15-min Vol																	
PM Peak 15-min Vol																	
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Speed Data

LOCATION: Byrnes Rd south of Kilkenny Rd SPECIFIC LOCATION: CITY/STATE: Vacaville, CA															QC JOB #: 16663306 DIRECTION: SB DATE: Jul 30 2024		
Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
06:00 PM	0	0	0	0	0	1	0	3	3	0	0	0	0	0	7	46-55	6
06:15 PM	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4	51-60	3
06:30 PM	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3	36-45	2
06:45 PM	0	0	1	1	0	1	1	0	0	2	0	0	0	0	6	51-60	2
07:00 PM	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4	46-55	2
07:15 PM	0	0	0	0	0	1	0	2	1	0	0	0	0	0	4	46-55	3
07:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	16-25	1
07:45 PM	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	41-50	2
08:00 PM	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4	36-45	2
08:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
08:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	46-55	1
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
09:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	56-65	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
10:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	36-45	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	41-50	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1-10	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	61-70	1
Day Total	4	1	4	5	6	30	45	94	128	96	55	13	5	4	490	51-60	224
Percent	0.8%	0.2%	0.8%	1%	1.2%	6.1%	9.2%	19.2%	26.1%	19.6%	11.2%	2.7%	1%	0.8%			
AM Peak 15-min Vol	7:00 AM 1	12:00 AM 0	12:00 AM 0	9:15 AM 2	6:30 AM 1	7:45 AM 2	7:15 AM 2	8:15 AM 5	6:30 AM 9	6:30 AM 6	7:15 AM 6	6:15 AM 3	6:00 AM 2	8:30 AM 2	7:45 AM 24		
PM Peak 15-min Vol	12:00 PM 0	2:30 PM 1	3:15 PM 2	12:45 PM 1	12:15 PM 1	12:30 PM 2	4:30 PM 3	2:30 PM 6	12:00 PM 3	4:00 PM 4	1:30 PM 2	1:30 PM 1	5:30 PM 1	12:00 PM 0	2:30 PM 12		
<i>Comments:</i>																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Speed Range	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
Grand Total Percent	4 0.8%	1 0.2%	4 0.8%	5 1%	6 1.2%	30 6.1%	45 9.2%	94 19.2%	128 26.1%	96 19.6%	55 11.2%	13 2.7%	5 1%	4 0.8%	490	51-60	224
Cumulative Percent	0.8%	1%	1.8%	2.9%	4.1%	10.2%	19.4%	38.6%	64.7%	84.3%	95.5%	98.2%	99.2%	100%			
ADT 490															85th Percentile: 60 MPH Mean Speed(Average): 52 MPH Median: 52 MPH Mode: 53 MPH		
Comments:																	

Report generated on 8/5/2024 5:31 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 AM	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
Day Total Percent															
ADT 490															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
06:15 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
06:30 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	0	23
06:45 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
07:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	1	16
07:15 AM	1	18	1	0	0	0	0	0	0	0	0	0	0	1	21
07:30 AM	1	16	2	0	0	0	0	0	0	0	0	0	0	0	19
07:45 AM	1	18	4	0	0	0	0	1	0	0	0	0	0	0	24
08:00 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
08:15 AM	0	7	1	0	3	0	0	0	2	0	0	0	0	1	14
08:30 AM	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8
08:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
09:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
09:15 AM	1	6	3	0	2	0	0	0	0	0	0	0	0	0	12
09:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
10:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
10:30 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	1	6
10:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
11:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
11:30 AM	0	4	1	0	0	0	0	0	0	0	1	0	0	0	6
11:45 AM	0	3	1	0	0	0	1	0	0	0	0	0	0	0	5
Day Total Percent															
ADT 490															
AM Peak 15-min Vol															
PM Peak 15-min Vol															
Comments:															

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12:00 PM	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
12:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
12:30 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
12:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
01:15 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
01:30 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
01:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
02:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
02:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
02:45 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
03:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:15 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
03:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
04:00 PM	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
04:45 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
05:00 PM	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
05:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
05:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
Day Total Percent															
ADT 490															
AM Peak 15-min Vol															
PM Peak 15-min Vol															
Comments:															

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: Byrnes Rd south of Kilkenny Rd

QC JOB #: 16663306

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Vacaville, CA

DATE: Jul 30 2024

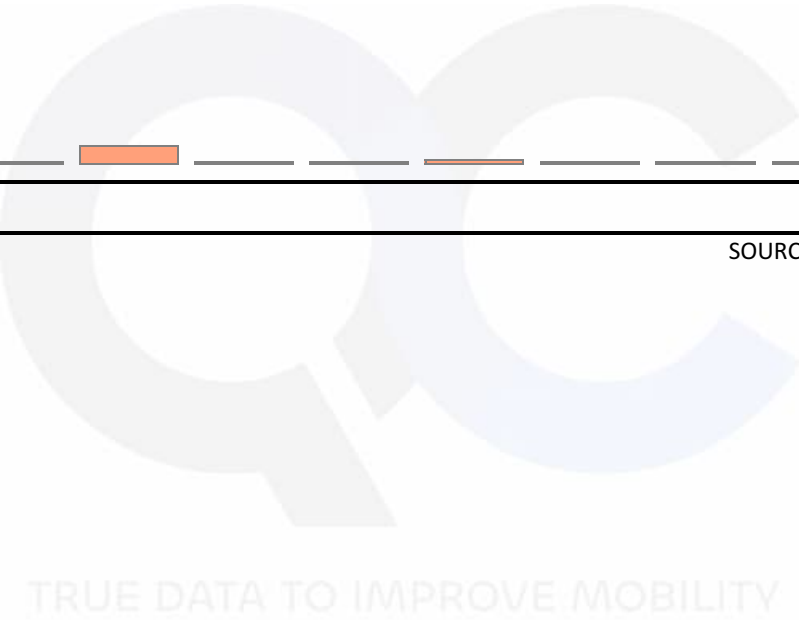
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
06:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
07:00 PM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
07:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
07:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
08:00 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
08:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	5	350	84	0	37	0	1	5	3	0	1	0	0	4	490
Percent	1%	71.4%	17.1%	0%	7.6%	0%	0.2%	1%	0.6%	0%	0.2%	0%	0%	0.8%	
ADT 490															
AM Peak 15-min Vol	7:15 AM 1	7:15 AM 18	6:30 AM 5	12:00 AM 0	8:15 AM 3	12:00 AM 0	11:45 AM 1	5:45 AM 1	8:15 AM 2	12:00 AM 0	11:30 AM 1	12:00 AM 0	12:00 AM 0	7:00 AM 1	7:45 AM 24
PM Peak 15-min Vol	12:00 PM 0	2:30 PM 9	4:00 PM 4	12:00 PM 0	12:00 PM 2	12:00 PM 0	12:00 PM 0	3:45 PM 1	5:00 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	12:00 PM 0	2:30 PM 12

Comments:

Report generated on 8/5/2024 5:36 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: Byrnes Rd south of Kilkenny Rd												QC JOB #: 16663306			
SPECIFIC LOCATION:												DIRECTION: SB			
CITY/STATE: Vacaville, CA												DATE: Jul 30 2024			
Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
Grand Total	5	350	84	0	37	0	1	5	3	0	1	0	0	4	490
Percent	1%	71.4%	17.1%	0%	7.6%	0%	0.2%	1%	0.6%	0%	0.2%	0%	0%	0.8%	
ADT 490															
Comments:															



Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd						QC JOB #: 16663306				
SPECIFIC LOCATION:						DIRECTION: SB				
CITY/STATE: Vacaville, CA						DATE: Jul 30 2024 - Jul 30 2024				
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM		1				1			1	
12:15 AM		0				0			0	
12:30 AM		0				0			0	
12:45 AM		1				1			1	
01:00 AM		0				0			0	
01:15 AM		0				0			0	
01:30 AM		0				0			0	
01:45 AM		0				0			0	
02:00 AM		0				0			0	
02:15 AM		0				0			0	
02:30 AM		0				0			0	
02:45 AM		0				0			0	
03:00 AM		0				0			0	
03:15 AM		0				0			0	
03:30 AM		0				0			0	
03:45 AM		0				0			0	
04:00 AM		0				0			0	
04:15 AM		0				0			0	
04:30 AM		0				0			0	
04:45 AM		0				0			0	
05:00 AM		0				0			0	
05:15 AM		2				2			2	
05:30 AM		2				2			2	
05:45 AM		7				7			7	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd										QC JOB #: 16663306	
SPECIFIC LOCATION:										DIRECTION: SB	
CITY/STATE: Vacaville, CA										DATE: Jul 30 2024 - Jul 30 2024	
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile	
06:00 AM		8				8			8		
06:15 AM		14				14			14		
06:30 AM		23				23			23		
06:45 AM		18				18			18		
07:00 AM		16				16			16		
07:15 AM		21				21			21		
07:30 AM		19				19			19		
07:45 AM		24				24			24		
08:00 AM		18				18			18		
08:15 AM		14				14			14		
08:30 AM		8				8			8		
08:45 AM		10				10			10		
09:00 AM		5				5			5		
09:15 AM		12				12			12		
09:30 AM		4				4			4		
09:45 AM		4				4			4		
10:00 AM		5				5			5		
10:15 AM		7				7			7		
10:30 AM		6				6			6		
10:45 AM		4				4			4		
11:00 AM		8				8			8		
11:15 AM		5				5			5		
11:30 AM		6				6			6		
11:45 AM		5				5			5		
Day Total											
% Weekday Average											
% Week Average											
AM Peak 15-min Vol											
PM Peak 15-min Vol											
Comments:											

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd										QC JOB #: 16663306
SPECIFIC LOCATION:										DIRECTION: SB
CITY/STATE: Vacaville, CA										DATE: Jul 30 2024 - Jul 30 2024
Start Time	Mon	Tue 30 Jul 24	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM		6				6			6	
12:15 PM		6				6			6	
12:30 PM		6				6			6	
12:45 PM		4				4			4	
01:00 PM		6				6			6	
01:15 PM		6				6			6	
01:30 PM		9				9			9	
01:45 PM		8				8			8	
02:00 PM		2				2			2	
02:15 PM		5				5			5	
02:30 PM		12				12			12	
02:45 PM		11				11			11	
03:00 PM		5				5			5	
03:15 PM		9				9			9	
03:30 PM		3				3			3	
03:45 PM		8				8			8	
04:00 PM		10				10			10	
04:15 PM		9				9			9	
04:30 PM		9				9			9	
04:45 PM		9				9			9	
05:00 PM		8				8			8	
05:15 PM		6				6			6	
05:30 PM		6				6			6	
05:45 PM		4				4			4	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										
Comments:										

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Volume Data

LOCATION: Byrnes Rd south of Kilkenny Rd						QC JOB #: 16663306				
SPECIFIC LOCATION:						DIRECTION: SB				
CITY/STATE: Vacaville, CA						DATE: Jul 30 2024 - Jul 30 2024				
Start Time	Mon 30 Jul 24	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM		7				7			7	
06:15 PM		4				4			4	
06:30 PM		3				3			3	
06:45 PM		6				6			6	
07:00 PM		4				4			4	
07:15 PM		4				4			4	
07:30 PM		2				2			2	
07:45 PM		3				3			3	
08:00 PM		4				4			4	
08:15 PM		1				1			1	
08:30 PM		2				2			2	
08:45 PM		0				0			0	
09:00 PM		1				1			1	
09:15 PM		1				1			1	
09:30 PM		0				0			0	
09:45 PM		1				1			1	
10:00 PM		0				0			0	
10:15 PM		0				0			0	
10:30 PM		0				0			0	
10:45 PM		1				1			1	
11:00 PM		0				0			0	
11:15 PM		1				1			1	
11:30 PM		0				0			0	
11:45 PM		1				1			1	
Day Total	490					490			490	
% Weekday Average	100%									
% Week Average	100%					100%				
AM Peak 15-min Vol	7:45 AM 24					7:45 AM 24			7:45 AM 24	
PM Peak 15-min Vol	2:30 PM 12					2:30 PM 12			2:30 PM 12	
Comments:										

Report generated on 8/5/2024 5:23 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

APPENDIX 4.17-B: INTERSECTION LOS WORKSHEETS

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	32	70	9	61	0	37	0	5	0	0	0
Future Vol, veh/h	0	32	70	9	61	0	37	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	34	75	10	66	0	40	0	5	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	109	0	0	158	158	72	160	195	66
Stage 1	-	-	-	-	-	-	72	72	-	86	86	-
Stage 2	-	-	-	-	-	-	86	86	-	74	109	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1549	-	-	1494	-	-	813	738	996	810	704	1003
Stage 1	-	-	-	-	-	-	943	839	-	927	827	-
Stage 2	-	-	-	-	-	-	927	827	-	940	809	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1494	-	-	809	733	996	801	699	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	809	733	-	801	699	-
Stage 1	-	-	-	-	-	-	943	839	-	927	821	-
Stage 2	-	-	-	-	-	-	921	821	-	935	809	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1			9.6			0		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	827	1549	-	-	1494	-	-	-				
HCM Lane V/C Ratio	0.055	-	-	-	0.006	-	-	-				
HCM Control Delay (s)	9.6	0	-	-	7.4	0	-	0				
HCM Lane LOS	A	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	-				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	2	37	65	14
Future Vol, veh/h	5	1	2	37	65	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	6	1	2	43	75	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	130	83	91	0	-	0
Stage 1	83	-	-	-	-	-
Stage 2	47	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	869	982	1517	-	-	-
Stage 1	945	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	868	982	1517	-	-	-
Mov Cap-2 Maneuver	868	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	981	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.1	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1517	-	885	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.4	0	9.1	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	39	66	0
Future Vol, veh/h	0	0	0	39	66	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	42	72	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	114	72	72	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	882	990	1528	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	882	990	1528	-	-	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1528	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	39	66	0
Future Vol, veh/h	0	0	0	39	66	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	42	72	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	114	72	72	0	-	0
Stage 1	72	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	882	990	1528	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	882	990	1528	-	-	-
Mov Cap-2 Maneuver	882	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1528	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
7: Kilkenny Road & Gen Tie laydown Yard

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	16	0	0	0
Future Vol, veh/h	0	6	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	17	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	17	0	-	0	24	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	992	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	992	1062
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1016	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1600	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	53	0	0	47	0	38
Future Vol, veh/h	53	0	0	47	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	2	0
Mvmt Flow	55	0	0	49	0	40

Major/Minor	Minor1	Major2
Conflicting Flow All	40	-
Stage 1	0	-
Stage 2	40	-
Critical Hdwy	6.4	-
Critical Hdwy Stg 1	-	-
Critical Hdwy Stg 2	5.4	-
Follow-up Hdwy	3.5	-
Pot Cap-1 Maneuver	977	0
Stage 1	-	0
Stage 2	988	0
Platoon blocked, %		-
Mov Cap-1 Maneuver	977	-
Mov Cap-2 Maneuver	977	-
Stage 1	-	-
Stage 2	988	-

Approach	WB	SB
HCM Control Delay, s	8.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	977	-
HCM Lane V/C Ratio	0.057	-
HCM Control Delay (s)	8.9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.2	-

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑↑					
Traffic Vol, veh/h	41	0	53	49	4	43
Future Vol, veh/h	41	0	53	49	4	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	0	55	51	4	45
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	43	0	204	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	161	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1579	-	789	1033
Stage 1	-	0	-	-	985	-
Stage 2	-	0	-	-	873	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1579	-	761	1033
Mov Cap-2 Maneuver	-	-	-	-	761	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	842	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.8		8.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1003	-	1579	-		
HCM Lane V/C Ratio	0.049	-	0.035	-		
HCM Control Delay (s)	8.8	-	7.4	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0.2	-	0.1	-		

HCM 6th TWSC
21: Weber Road & N. Meridian Road

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection

Int Delay, s/veh 2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	71	0	84
Future Vol, veh/h	31	0	0	71	0	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	0	0	80	0	94

Major/Minor	Minor2	Major1	
Conflicting Flow All	80	-	0
Stage 1	0	-	-
Stage 2	80	-	-
Critical Hdwy	6.4	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	-	-
Pot Cap-1 Maneuver	927	0	-
Stage 1	-	0	-
Stage 2	948	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	927	-	-
Mov Cap-2 Maneuver	927	-	-
Stage 1	-	-	-
Stage 2	948	-	-

Approach	EB	NB
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 927
HCM Lane V/C Ratio	- 0.038
HCM Control Delay (s)	- 9
HCM Lane LOS	- A
HCM 95th %tile Q(veh)	- 0.1

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Existing Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	20	27	0	82	2
Future Vol, veh/h	31	20	27	0	82	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	22	30	0	92	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	30	0	-	0	122	30
Stage 1	-	-	-	-	30	-
Stage 2	-	-	-	-	92	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1596	-	-	0	878	1050
Stage 1	-	-	-	0	998	-
Stage 2	-	-	-	0	937	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1596	-	-	-	859	1050
Mov Cap-2 Maneuver	-	-	-	-	859	-
Stage 1	-	-	-	-	976	-
Stage 2	-	-	-	-	937	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.4	0		9.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1596	-	-	863		
HCM Lane V/C Ratio	0.022	-	-	0.109		
HCM Control Delay (s)	7.3	0	-	9.7		
HCM Lane LOS	A	A	-	A		
HCM 95th %tile Q(veh)	0.1	-	-	0.4		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	91	17	9	30	0	93	0	56	0	0	0
Future Vol, veh/h	0	91	17	9	30	0	93	0	56	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	4	0	0	13	0	3	0	2	0	0	100
Mvmt Flow	0	105	20	10	34	0	107	0	64	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	125	0	0	169	169	115	201	179	34
Stage 1	-	-	-	-	-	-	115	115	-	54	54	-
Stage 2	-	-	-	-	-	-	54	54	-	147	125	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.22	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.318	3.5	4	4.2
Pot Cap-1 Maneuver	1591	-	-	1474	-	-	792	728	937	762	718	817
Stage 1	-	-	-	-	-	-	887	804	-	963	854	-
Stage 2	-	-	-	-	-	-	956	854	-	860	796	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1474	-	-	788	723	937	706	713	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	788	723	-	706	713	-
Stage 1	-	-	-	-	-	-	887	804	-	963	848	-
Stage 2	-	-	-	-	-	-	949	848	-	801	796	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.7			10.4			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	838	1591	-	-	1474	-	-	-				
HCM Lane V/C Ratio	0.204	-	-	-	0.007	-	-	-				
HCM Control Delay (s)	10.4	0	-	-	7.5	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.8	0	-	-	0	-	-	-				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	4	2	94	19	7
Future Vol, veh/h	55	4	2	94	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	25	0	3	0	0
Mvmt Flow	67	5	2	115	23	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	147	28	32	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	119	-	-	-	-	-
Critical Hdwy	6.42	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	845	985	1593	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	844	985	1593	-	-	-
Mov Cap-2 Maneuver	844	-	-	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	906	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1593	-	852	-	-	
HCM Lane V/C Ratio	0.002	-	0.084	-	-	
HCM Control Delay (s)	7.3	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	96	23	0
Future Vol, veh/h	0	0	0	96	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	104	25	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	129	25	25	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	865	1051	1589	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	865	1051	1589	-	-	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1589	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	96	23	0
Future Vol, veh/h	0	0	0	96	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	104	25	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	129	25	25	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	865	1051	1589	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	865	1051	1589	-	-	-
Mov Cap-2 Maneuver	865	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	920	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1589	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
7: Kilkenny Road & Gen Tie laydown Yard

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	9	0	0	0
Future Vol, veh/h	0	59	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	10	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	10	0	-	0	74	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	930	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1610	-	-	-	930	1071
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	959	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1610	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	0	0	16	0	16
Future Vol, veh/h	31	0	0	16	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	19	2	2	0	2	19
Mvmt Flow	34	0	0	18	0	18
Major/Minor	Minor1	Major2				
Conflicting Flow All	18	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.59	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.59	-	-	-	-	-
Follow-up Hdwy	3.671	-	-	-	-	-
Pot Cap-1 Maneuver	958	0	0	0	-	-
Stage 1	-	0	0	0	-	-
Stage 2	962	0	0	0	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	958	-	-	-	-	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Approach	WB	SB				
HCM Control Delay, s	8.9	0				
HCM LOS	A					
Minor Lane/Major Mvmt	WBLn1	SBT				
Capacity (veh/h)	958	-				
HCM Lane V/C Ratio	0.036	-				
HCM Control Delay (s)	8.9	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.1	-				

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	2.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	24	0	31	60	2	14
Future Vol, veh/h	24	0	31	60	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	19	10	0	0
Mvmt Flow	27	0	34	67	2	16
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	27	0	162	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	135	-
Critical Hdwy	-	-	4.29	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.371	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1483	-	834	1054
Stage 1	-	0	-	-	1001	-
Stage 2	-	0	-	-	896	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1483	-	814	1054
Mov Cap-2 Maneuver	-	-	-	-	814	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	874	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	2.5		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1017	-	1483	-		
HCM Lane V/C Ratio	0.017	-	0.023	-		
HCM Control Delay (s)	8.6	-	7.5	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0.1	-	0.1	-		

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	58	0	38
Future Vol, veh/h	33	0	0	58	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	2	2	9	2	7
Mvmt Flow	37	0	0	64	0	42

Major/Minor	Minor2	Major1	
Conflicting Flow All	64	-	0
Stage 1	0	-	-
Stage 2	64	-	-
Critical Hdwy	6.52	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.52	-	-
Follow-up Hdwy	3.608	-	-
Pot Cap-1 Maneuver	917	0	-
Stage 1	-	0	-
Stage 2	934	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	917	-	-
Mov Cap-2 Maneuver	917	-	-
Stage 1	-	-	-
Stage 2	934	-	-

Approach	EB	NB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	917
HCM Lane V/C Ratio	-	0.04
HCM Control Delay (s)	-	9.1
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Existing Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	104	65	0	4	34
Future Vol, veh/h	33	104	65	0	4	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	6	6	2	0	7
Mvmt Flow	37	116	72	0	4	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	72	0	-	0	262	72
Stage 1	-	-	-	-	72	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.22	-	-	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.308	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1467	-	-	0	731	976
Stage 1	-	-	-	0	956	-
Stage 2	-	-	-	0	847	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1467	-	-	-	711	976
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	930	-
Stage 2	-	-	-	-	847	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1467	-	-	939		
HCM Lane V/C Ratio	0.025	-	-	0.045		
HCM Control Delay (s)	7.5	0	-	9		
HCM Lane LOS	A	A	-	A		
HCM 95th %tile Q(veh)	0.1	-	-	0.1		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	32	206	10	61	0	65	0	5	0	0	0
Future Vol, veh/h	0	32	206	10	61	0	65	0	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	34	222	11	66	0	70	0	5	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	256	0	0	233	233	145	236	344	66
Stage 1	-	-	-	-	-	-	145	145	-	88	88	-
Stage 2	-	-	-	-	-	-	88	88	-	148	256	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1549	-	-	1321	-	-	726	671	908	723	582	1003
Stage 1	-	-	-	-	-	-	863	781	-	925	826	-
Stage 2	-	-	-	-	-	-	925	826	-	859	699	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1321	-	-	721	665	908	714	577	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	721	665	-	714	577	-
Stage 1	-	-	-	-	-	-	863	781	-	925	819	-
Stage 2	-	-	-	-	-	-	917	819	-	854	699	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.1			10.5			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	732	1549	-	-	1321	-	-	-				
HCM Lane V/C Ratio	0.103	-	-	-	0.008	-	-	-				
HCM Control Delay (s)	10.5	0	-	-	7.7	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.3	0	-	-	0	-	-	-				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	2	6	55	159	57
Future Vol, veh/h	15	2	6	55	159	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	17	2	7	63	183	66
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	293	216	249	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	77	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	702	829	1328	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	698	829	1328	-	-	-
Mov Cap-2 Maneuver	698	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.2	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1328	-	711	-	-	
HCM Lane V/C Ratio	0.005	-	0.027	-	-	
HCM Control Delay (s)	7.7	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	3	56	133	28
Future Vol, veh/h	5	1	3	56	133	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	3	61	145	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	227	160	175	0	-	0
Stage 1	160	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	761	885	1401	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	759	885	1401	-	-	-
Mov Cap-2 Maneuver	759	-	-	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1401	-	777	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.6	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	6	46	68	66
Future Vol, veh/h	13	1	6	46	68	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	7	50	74	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	174	110	146	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	816	943	1436	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	812	943	1436	-	-	-
Mov Cap-2 Maneuver	812	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	0.9	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1436	-	820	-	-
HCM Lane V/C Ratio	0.005	-	0.019	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
7: Kilkenny Road & Gen Tie laydown Yard

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	16	47	11	0
Future Vol, veh/h	0	6	16	47	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	17	51	12	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	68	0	-	0	50	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	959	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	959	1027
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1016	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1533	-	-	-	959	
HCM Lane V/C Ratio	-	-	-	-	0.012	
HCM Control Delay (s)	0	-	-	-	8.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	0	0	115	0	38
Future Vol, veh/h	67	0	0	115	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	2	0
Mvmt Flow	70	0	0	120	0	40
Major/Minor	Minor1		Major2			
Conflicting Flow All	40	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	-	-
Pot Cap-1 Maneuver	977	0	0	-	-	-
Stage 1	-	0	0	-	-	-
Stage 2	988	0	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Approach	WB		SB			
HCM Control Delay, s	9	-	0	-	-	-
HCM LOS	A	-	-	-	-	-
Minor Lane/Major Mvmt	WBLn1	SBT				
Capacity (veh/h)	977	-				
HCM Lane V/C Ratio	0.071	-				
HCM Control Delay (s)	9	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.2	-				

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	5.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	44	0	67	49	4	111
Future Vol, veh/h	44	0	67	49	4	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	0	70	51	4	116
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	46	0	237	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1575	-	756	1029
Stage 1	-	0	-	-	982	-
Stage 2	-	0	-	-	846	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1575	-	721	1029
Mov Cap-2 Maneuver	-	-	-	-	721	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	807	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.3		9		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1014	-	1575	-		
HCM Lane V/C Ratio	0.118	-	0.044	-		
HCM Control Delay (s)	9	-	7.4	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0.4	-	0.1	-		

HCM 6th TWSC
21: Weber Road & N. Meridian Road

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	85	0	151
Future Vol, veh/h	31	0	0	85	0	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	0	0	96	0	170

Major/Minor	Minor2	Major1	
Conflicting Flow All	96	-	0
Stage 1	0	-	-
Stage 2	96	-	-
Critical Hdwy	6.4	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	-	-
Pot Cap-1 Maneuver	908	0	-
Stage 1	-	0	-
Stage 2	933	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	908	-	-
Mov Cap-2 Maneuver	908	-	-
Stage 1	-	-	-
Stage 2	933	-	-

Approach	EB	NB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 908
HCM Lane V/C Ratio	- 0.038
HCM Control Delay (s)	- 9.1
HCM Lane LOS	- A
HCM 95th %tile Q(veh)	- 0.1

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	89	41	0	149	2
Future Vol, veh/h	31	89	41	0	149	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	100	46	0	167	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	46	0	-	0	216	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	170	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1575	-	-	0	777	1029
Stage 1	-	-	-	0	982	-
Stage 2	-	-	-	0	865	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1575	-	-	-	758	1029
Mov Cap-2 Maneuver	-	-	-	-	758	-
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	865	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		11.1		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1575	-	-	761		
HCM Lane V/C Ratio	0.022	-	-	0.223		
HCM Control Delay (s)	7.3	0	-	11.1		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	0.9		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	91	45	9	30	0	229	0	57	0	0	0
Future Vol, veh/h	0	91	45	9	30	0	229	0	57	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	4	0	0	13	0	3	0	2	0	0	100
Mvmt Flow	0	105	52	10	34	0	263	0	66	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	157	0	0	185	185	131	218	211	34
Stage 1	-	-	-	-	-	-	131	131	-	54	54	-
Stage 2	-	-	-	-	-	-	54	54	-	164	157	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.22	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.318	3.5	4	4.2
Pot Cap-1 Maneuver	1591	-	-	1435	-	-	774	713	919	743	690	817
Stage 1	-	-	-	-	-	-	870	792	-	963	854	-
Stage 2	-	-	-	-	-	-	956	854	-	843	772	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1435	-	-	770	708	919	687	685	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	770	708	-	687	685	-
Stage 1	-	-	-	-	-	-	870	792	-	963	848	-
Stage 2	-	-	-	-	-	-	949	848	-	783	772	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.7			12.7			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	796	1591	-	-	1435	-	-	-				
HCM Lane V/C Ratio	0.413	-	-	-	0.007	-	-	-				
HCM Control Delay (s)	12.7	0	-	-	7.5	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	-				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	8	3	188	37	17
Future Vol, veh/h	98	8	3	188	37	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	25	0	3	0	0
Mvmt Flow	120	10	4	229	45	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	293	56	66	0	-	0
Stage 1	56	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	698	949	1549	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	696	949	1549	-	-	-
Mov Cap-2 Maneuver	696	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.2	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1549	-	710	-	-	
HCM Lane V/C Ratio	0.002	-	0.182	-	-	
HCM Control Delay (s)	7.3	0	11.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	3	1	163	40	5
Future Vol, veh/h	28	3	1	163	40	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	3	1	177	43	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	225	46	48	0	-	0
Stage 1	46	-	-	-	-	-
Stage 2	179	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	763	1023	1559	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	762	1023	1559	-	-	-
Mov Cap-2 Maneuver	762	-	-	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	852	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1559	-	781	-	-	
HCM Lane V/C Ratio	0.001	-	0.043	-	-	
HCM Control Delay (s)	7.3	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	6	1	98	30	13
Future Vol, veh/h	66	6	1	98	30	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	7	1	107	33	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	149	40	47	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	109	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	843	1031	1560	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	842	1031	1560	-	-	-
Mov Cap-2 Maneuver	842	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1560	-	855	-	-	
HCM Lane V/C Ratio	0.001	-	0.092	-	-	
HCM Control Delay (s)	7.3	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th TWSC
7: Kilkenny Road & Gen Tie laydown Yard

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	9	11	47	0
Future Vol, veh/h	0	59	9	11	47	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	10	12	51	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	22	0	-	0	80	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	922	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	922	1063
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	959	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.1		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1593	-	-	-	922	
HCM Lane V/C Ratio	-	-	-	-	0.055	
HCM Control Delay (s)	0	-	-	-	9.1	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	7.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	99	0	0	30	0	16
Future Vol, veh/h	99	0	0	30	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	19	2	2	0	2	19
Mvmt Flow	110	0	0	33	0	18
Major/Minor	Minor1	Major2				
Conflicting Flow All	18	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.59	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.59	-	-	-	-	-
Follow-up Hdwy	3.671	-	-	-	-	-
Pot Cap-1 Maneuver	958	0	0	0	-	-
Stage 1	-	0	0	0	-	-
Stage 2	962	0	0	0	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	958	-	-	-	-	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Approach	WB	SB				
HCM Control Delay, s	9.2	0				
HCM LOS	A					
Minor Lane/Major Mvmt	WBLn1	SBT				
Capacity (veh/h)	958	-				
HCM Lane V/C Ratio	0.115	-				
HCM Control Delay (s)	9.2	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.4	-				

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↕	↕	
Traffic Vol, veh/h	24	0	99	63	2	28
Future Vol, veh/h	24	0	99	63	2	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	19	10	0	0
Mvmt Flow	27	0	110	70	2	31
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	27	0	317	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.29	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.371	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1483	-	680	1054
Stage 1	-	0	-	-	1001	-
Stage 2	-	0	-	-	764	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1483	-	628	1054
Mov Cap-2 Maneuver	-	-	-	-	628	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	705	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.7		8.7	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1008	-	1483	-		
HCM Lane V/C Ratio	0.033	-	0.074	-		
HCM Control Delay (s)	8.7	-	7.6	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0.1	-	0.2	-		

HCM 6th TWSC
21: Weber Road & N. Meridian Road

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	129	0	52
Future Vol, veh/h	33	0	0	129	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	2	2	9	2	7
Mvmt Flow	37	0	0	143	0	58
Major/Minor	Minor2	Major1				
Conflicting Flow All	143	-	-	0		
Stage 1	0	-	-	-		
Stage 2	143	-	-	-		
Critical Hdwy	6.52	-	-	-		
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	5.52	-	-	-		
Follow-up Hdwy	3.608	-	-	-		
Pot Cap-1 Maneuver	827	0	0	-		
Stage 1	-	0	0	-		
Stage 2	860	0	0	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	827	-	-	-		
Mov Cap-2 Maneuver	827	-	-	-		
Stage 1	-	-	-	-		
Stage 2	860	-	-	-		
Approach	EB	NB				
HCM Control Delay, s	9.6	0				
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1					
Capacity (veh/h)	-		827			
HCM Lane V/C Ratio	-		0.044			
HCM Control Delay (s)	-		9.6			
HCM Lane LOS	-		A			
HCM 95th %tile Q(veh)	-		0.1			

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	118	130	0	18	34
Future Vol, veh/h	33	118	130	0	18	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	6	6	2	0	7
Mvmt Flow	37	131	144	0	20	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	144	0	-	0	349	144
Stage 1	-	-	-	-	144	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	4.22	-	-	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.308	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1379	-	-	0	652	890
Stage 1	-	-	-	0	888	-
Stage 2	-	-	-	0	834	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1379	-	-	-	633	890
Mov Cap-2 Maneuver	-	-	-	-	633	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	834	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		10		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1379	-	-	780		
HCM Lane V/C Ratio	0.027	-	-	0.074		
HCM Control Delay (s)	7.7	0	-	10		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	0.2		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	32	70	9	61	0	37	2	5	0	2	19
Future Vol, veh/h	19	32	70	9	61	0	37	2	5	0	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	20	34	75	10	66	0	40	2	5	0	2	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	109	0	0	209	198	72	201	235	66
Stage 1	-	-	-	-	-	-	112	112	-	86	86	-
Stage 2	-	-	-	-	-	-	97	86	-	115	149	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1549	-	-	1494	-	-	753	701	996	762	669	1003
Stage 1	-	-	-	-	-	-	898	807	-	927	827	-
Stage 2	-	-	-	-	-	-	914	827	-	895	778	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1494	-	-	724	686	996	744	655	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	724	686	-	744	655	-
Stage 1	-	-	-	-	-	-	885	796	-	914	821	-
Stage 2	-	-	-	-	-	-	887	821	-	875	767	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			1			10.2			8.9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	745	1549	-	-	1494	-	-	955				
HCM Lane V/C Ratio	0.064	0.013	-	-	0.006	-	-	0.024				
HCM Control Delay (s)	10.2	7.4	0	-	7.4	0	-	8.9				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	2	39	67	14
Future Vol, veh/h	5	1	2	39	67	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	6	1	2	45	77	16

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	134	85	93	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	864	980	1514	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	863	980	1514	-	-	-
Mov Cap-2 Maneuver	863	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	0.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1514	-	881	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.4	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	41	68	0
Future Vol, veh/h	0	0	0	41	68	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	45	74	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	119	74	74	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	877	988	1526	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	988	1526	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1526	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	41	68	0
Future Vol, veh/h	0	0	0	41	68	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	45	74	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	119	74	74	0	-	0
Stage 1	74	-	-	-	-	-
Stage 2	45	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	877	988	1526	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	988	1526	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	977	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1526	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
7: Kilkenny Road & Gen Tie laydown Yard

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	16	0	0	0
Future Vol, veh/h	0	6	16	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	17	0	0	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	17	0	-	0	24	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1600	-	-	-	992	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1600	-	-	-	992	1062
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1016	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1600	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	63	0	0	56	0	38
Future Vol, veh/h	63	0	0	56	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	2	0
Mvmt Flow	66	0	0	58	0	40
Major/Minor	Minor1		Major2			
Conflicting Flow All	40	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	40	-	-	-	-	-
Critical Hdwy	6.4	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	-	-	-	-	-
Pot Cap-1 Maneuver	977	0	0	-	-	-
Stage 1	-	0	0	-	-	-
Stage 2	988	0	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	-	-	-
Mov Cap-2 Maneuver	977	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Approach	WB		SB			
HCM Control Delay, s	9	-	0	-	-	-
HCM LOS	A	-	-	-	-	-
Minor Lane/Major Mvmt	WBLn1	SBT				
Capacity (veh/h)	977	-				
HCM Lane V/C Ratio	0.067	-				
HCM Control Delay (s)	9	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.2	-				

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	41	0	63	49	4	52
Future Vol, veh/h	41	0	63	49	4	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	43	0	66	51	4	54
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	43	0	226	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1579	-	767	1033
Stage 1	-	0	-	-	985	-
Stage 2	-	0	-	-	853	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1579	-	734	1033
Mov Cap-2 Maneuver	-	-	-	-	734	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	816	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.2		8.8	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1004	-	1579	-		
HCM Lane V/C Ratio	0.058	-	0.042	-		
HCM Control Delay (s)	8.8	-	7.4	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0.2	-	0.1	-		

HCM 6th TWSC
21: Weber Road & N. Meridian Road

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	81	0	93
Future Vol, veh/h	31	0	0	81	0	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	0	0	91	0	104

Major/Minor	Minor2	Major1	
Conflicting Flow All	91	-	0
Stage 1	0	-	-
Stage 2	91	-	-
Critical Hdwy	6.4	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	-	-
Pot Cap-1 Maneuver	914	0	-
Stage 1	-	0	-
Stage 2	938	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	914	-	-
Mov Cap-2 Maneuver	914	-	-
Stage 1	-	-	-
Stage 2	938	-	-

Approach	EB	NB
HCM Control Delay, s	9.1	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	914
HCM Lane V/C Ratio	-	0.038
HCM Control Delay (s)	-	9.1
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	0.1

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Cumulative Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	30	36	0	91	2
Future Vol, veh/h	31	30	36	0	91	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	34	40	0	102	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	40	0	-	0	144	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	104	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1583	-	-	0	853	1037
Stage 1	-	-	-	0	988	-
Stage 2	-	-	-	0	925	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1583	-	-	-	833	1037
Mov Cap-2 Maneuver	-	-	-	-	833	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	925	-
Approach	EB	WB		SB		
HCM Control Delay, s	3.7	0		9.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1583	-	-	837		
HCM Lane V/C Ratio	0.022	-	-	0.125		
HCM Control Delay (s)	7.3	0	-	9.9		
HCM Lane LOS	A	A	-	A		
HCM 95th %tile Q(veh)	0.1	-	-	0.4		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	91	17	9	30	0	93	2	56	0	2	19
Future Vol, veh/h	19	91	17	9	30	0	93	2	56	0	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	4	0	0	13	0	3	0	2	0	0	100
Mvmt Flow	22	105	20	10	34	0	107	2	64	0	2	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	125	0	0	225	213	115	246	223	34
Stage 1	-	-	-	-	-	-	159	159	-	54	54	-
Stage 2	-	-	-	-	-	-	66	54	-	192	169	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.22	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.318	3.5	4	4.2
Pot Cap-1 Maneuver	1591	-	-	1474	-	-	728	688	937	712	679	817
Stage 1	-	-	-	-	-	-	841	770	-	963	854	-
Stage 2	-	-	-	-	-	-	942	854	-	814	763	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1474	-	-	695	673	937	650	664	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	695	673	-	650	664	-
Stage 1	-	-	-	-	-	-	828	758	-	949	848	-
Stage 2	-	-	-	-	-	-	908	848	-	744	752	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			1.7			11.1			9.6		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	768	1591	-	-	1474	-	-	799				
HCM Lane V/C Ratio	0.226	0.014	-	-	0.007	-	-	0.03				
HCM Control Delay (s)	11.1	7.3	0	-	7.5	0	-	9.6				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.9	0	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	4	2	96	21	7
Future Vol, veh/h	55	4	2	96	21	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	25	0	3	0	0
Mvmt Flow	67	5	2	117	26	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	152	31	35	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	121	-	-	-	-	-
Critical Hdwy	6.42	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	840	981	1589	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	839	981	1589	-	-	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.6	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1589	-	847	-	-	
HCM Lane V/C Ratio	0.002	-	0.085	-	-	
HCM Control Delay (s)	7.3	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	98	25	0
Future Vol, veh/h	0	0	0	98	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	107	27	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	134	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	860	1048	1587	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1048	1587	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1587	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	98	25	0
Future Vol, veh/h	0	0	0	98	25	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	107	27	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	134	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	107	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	860	1048	1587	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	860	1048	1587	-	-	-
Mov Cap-2 Maneuver	860	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	917	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1587	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	0	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
7: Kilkenny Road & Gen Tie laydown Yard

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	9	0	0	0
Future Vol, veh/h	0	59	9	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	10	0	0	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	10	0	-	0	74	10
Stage 1	-	-	-	-	10	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1610	-	-	-	930	1071
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1610	-	-	-	930	1071
Mov Cap-2 Maneuver	-	-	-	-	930	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	959	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		0		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1610	-	-	-	-	
HCM Lane V/C Ratio	-	-	-	-	-	
HCM Control Delay (s)	0	-	-	-	0	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	-	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	0	0	25	0	16
Future Vol, veh/h	41	0	0	25	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	19	2	2	0	2	19
Mvmt Flow	46	0	0	28	0	18

Major/Minor	Minor1	Major2	
Conflicting Flow All	18	-	-
Stage 1	0	-	-
Stage 2	18	-	-
Critical Hdwy	6.59	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.59	-	-
Follow-up Hdwy	3.671	-	-
Pot Cap-1 Maneuver	958	0	-
Stage 1	-	0	-
Stage 2	962	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	958	-	-
Mov Cap-2 Maneuver	958	-	-
Stage 1	-	-	-
Stage 2	962	-	-

Approach	WB	SB
HCM Control Delay, s	8.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	958	-
HCM Lane V/C Ratio	0.048	-
HCM Control Delay (s)	8.9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.1	-

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	24	0	41	60	2	23
Future Vol, veh/h	24	0	41	60	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	19	10	0	0
Mvmt Flow	27	0	46	67	2	26
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	27	0	186	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	-	-	4.29	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.371	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1483	-	808	1054
Stage 1	-	0	-	-	1001	-
Stage 2	-	0	-	-	875	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1483	-	782	1054
Mov Cap-2 Maneuver	-	-	-	-	782	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	847	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	3		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1025	-	1483	-		
HCM Lane V/C Ratio	0.027	-	0.031	-		
HCM Control Delay (s)	8.6	-	7.5	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0.1	-	0.1	-		

HCM 6th TWSC
21: Weber Road & N. Meridian Road

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	68	0	47
Future Vol, veh/h	33	0	0	68	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	2	2	9	2	7
Mvmt Flow	37	0	0	76	0	52
Major/Minor	Minor2		Major1			
Conflicting Flow All	76	-	-	0		
Stage 1	0	-	-	-		
Stage 2	76	-	-	-		
Critical Hdwy	6.52	-	-	-		
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	5.52	-	-	-		
Follow-up Hdwy	3.608	-	-	-		
Pot Cap-1 Maneuver	903	0	0	-		
Stage 1	-	0	0	-		
Stage 2	922	0	0	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	903	-	-	-		
Mov Cap-2 Maneuver	903	-	-	-		
Stage 1	-	-	-	-		
Stage 2	922	-	-	-		
Approach	EB		NB			
HCM Control Delay, s	9.2		0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1					
Capacity (veh/h)	-		903			
HCM Lane V/C Ratio	-		0.041			
HCM Control Delay (s)	-		9.2			
HCM Lane LOS	-		A			
HCM 95th %tile Q(veh)	-		0.1			

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Cumulative Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	114	74	0	13	34
Future Vol, veh/h	33	114	74	0	13	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	6	6	2	0	7
Mvmt Flow	37	127	82	0	14	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	82	0	-	0	283	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.22	-	-	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.308	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1454	-	-	0	711	964
Stage 1	-	-	-	0	946	-
Stage 2	-	-	-	0	838	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1454	-	-	-	692	964
Mov Cap-2 Maneuver	-	-	-	-	692	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	838	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		9.4		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1454	-	-	869		
HCM Lane V/C Ratio	0.025	-	-	0.06		
HCM Control Delay (s)	7.5	0	-	9.4		
HCM Lane LOS	A	A	-	A		
HCM 95th %tile Q(veh)	0.1	-	-	0.2		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	32	206	10	61	0	65	2	5	0	2	19
Future Vol, veh/h	19	32	206	10	61	0	65	2	5	0	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	20	34	222	11	66	0	70	2	5	0	2	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	256	0	0	284	273	145	277	384	66
Stage 1	-	-	-	-	-	-	185	185	-	88	88	-
Stage 2	-	-	-	-	-	-	99	88	-	189	296	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1549	-	-	1321	-	-	672	637	908	679	553	1003
Stage 1	-	-	-	-	-	-	821	751	-	925	826	-
Stage 2	-	-	-	-	-	-	912	826	-	817	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1321	-	-	644	622	908	661	540	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	644	622	-	661	540	-
Stage 1	-	-	-	-	-	-	809	740	-	911	819	-
Stage 2	-	-	-	-	-	-	883	819	-	798	662	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.1			11.2			9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	657	1549	-	-	1321	-	-	927				
HCM Lane V/C Ratio	0.118	0.013	-	-	0.008	-	-	0.024				
HCM Control Delay (s)	11.2	7.4	0	-	7.7	0	-	9				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	2	6	57	161	57
Future Vol, veh/h	15	2	6	57	161	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	3	0	0
Mvmt Flow	17	2	7	66	185	66
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	298	218	251	0	-	0
Stage 1	218	-	-	-	-	-
Stage 2	80	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	698	827	1326	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	695	827	1326	-	-	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	948	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.2	0.7		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1326	-	708	-	-	
HCM Lane V/C Ratio	0.005	-	0.028	-	-	
HCM Control Delay (s)	7.7	0	10.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	3	58	135	28
Future Vol, veh/h	5	1	3	58	135	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	1	3	63	147	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	231	162	177	0	-	0
Stage 1	162	-	-	-	-	-
Stage 2	69	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	757	883	1399	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	755	883	1399	-	-	-
Mov Cap-2 Maneuver	755	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1399	-	774	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.6	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	6	48	70	66
Future Vol, veh/h	13	1	6	48	70	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	7	52	76	72
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	178	112	148	0	-	0
Stage 1	112	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	812	941	1434	-	-	-
Stage 1	913	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	808	941	1434	-	-	-
Mov Cap-2 Maneuver	808	-	-	-	-	-
Stage 1	908	-	-	-	-	-
Stage 2	957	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1434	-	816	-	-	
HCM Lane V/C Ratio	0.005	-	0.019	-	-	
HCM Control Delay (s)	7.5	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
7: Kilkenny Road & Gen Tie laydown Yard

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	16	47	11	0
Future Vol, veh/h	0	6	16	47	11	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	17	51	12	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	68	0	-	0	50	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1533	-	-	-	959	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1533	-	-	-	959	1027
Mov Cap-2 Maneuver	-	-	-	-	959	-
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	1016	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1533	-	-	-	959	
HCM Lane V/C Ratio	-	-	-	-	0.012	
HCM Control Delay (s)	0	-	-	-	8.8	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	0	0	120	0	38
Future Vol, veh/h	77	0	0	120	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	2	2	0	2	0
Mvmt Flow	80	0	0	125	0	40

Major/Minor	Minor1	Major2	
Conflicting Flow All	40	-	-
Stage 1	0	-	-
Stage 2	40	-	-
Critical Hdwy	6.4	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	-	-
Pot Cap-1 Maneuver	977	0	-
Stage 1	-	0	-
Stage 2	988	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	977	-	-
Mov Cap-2 Maneuver	977	-	-
Stage 1	-	-	-
Stage 2	988	-	-

Approach	WB	SB
HCM Control Delay, s	9	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	977	-
HCM Lane V/C Ratio	0.082	-
HCM Control Delay (s)	9	-
HCM Lane LOS	A	-
HCM 95th %tile Q(veh)	0.3	-

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	5.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	0	77	49	4	116
Future Vol, veh/h	44	0	77	49	4	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	46	0	80	51	4	121
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	46	0	257	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	211	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1575	-	736	1029
Stage 1	-	0	-	-	982	-
Stage 2	-	0	-	-	829	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1575	-	698	1029
Mov Cap-2 Maneuver	-	-	-	-	698	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	786	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.5		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1		EBT	WBL	WBT	
Capacity (veh/h)	1013		-	1575	-	
HCM Lane V/C Ratio	0.123		-	0.051	-	
HCM Control Delay (s)	9.1		-	7.4	0	
HCM Lane LOS	A		-	A	A	
HCM 95th %tile Q(veh)	0.4		-	0.2	-	

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	95	0	160
Future Vol, veh/h	31	0	0	95	0	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	0	0	107	0	180

Major/Minor	Minor2	Major1	
Conflicting Flow All	107	-	0
Stage 1	0	-	-
Stage 2	107	-	-
Critical Hdwy	6.4	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	-	-
Pot Cap-1 Maneuver	895	0	-
Stage 1	-	0	-
Stage 2	922	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	895	-	-
Mov Cap-2 Maneuver	895	-	-
Stage 1	-	-	-
Stage 2	922	-	-

Approach	EB	NB
HCM Control Delay, s	9.2	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 895
HCM Lane V/C Ratio	- 0.039
HCM Control Delay (s)	- 9.2
HCM Lane LOS	- A
HCM 95th %tile Q(veh)	- 0.1

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	99	50	0	158	2
Future Vol, veh/h	31	99	50	0	158	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	111	56	0	178	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	56	0	-	0	237	56
Stage 1	-	-	-	-	56	-
Stage 2	-	-	-	-	181	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1562	-	-	0	756	1016
Stage 1	-	-	-	0	972	-
Stage 2	-	-	-	0	855	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1562	-	-	-	738	1016
Mov Cap-2 Maneuver	-	-	-	-	738	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	855	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.8	0		11.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1562	-	-	741		
HCM Lane V/C Ratio	0.022	-	-	0.243		
HCM Control Delay (s)	7.4	0	-	11.4		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	0.9		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	91	45	9	30	0	229	2	57	0	2	19
Future Vol, veh/h	19	91	45	9	30	0	229	2	57	0	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	4	0	0	13	0	3	0	2	0	0	100
Mvmt Flow	22	105	52	10	34	0	263	2	66	0	2	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	157	0	0	241	229	131	263	255	34
Stage 1	-	-	-	-	-	-	175	175	-	54	54	-
Stage 2	-	-	-	-	-	-	66	54	-	209	201	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.13	6.5	6.22	7.1	6.5	7.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.527	4	3.318	3.5	4	4.2
Pot Cap-1 Maneuver	1591	-	-	1435	-	-	711	674	919	694	652	817
Stage 1	-	-	-	-	-	-	824	758	-	963	854	-
Stage 2	-	-	-	-	-	-	942	854	-	798	739	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1435	-	-	678	659	919	632	638	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	678	659	-	632	638	-
Stage 1	-	-	-	-	-	-	812	747	-	949	848	-
Stage 2	-	-	-	-	-	-	908	848	-	728	728	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			1.7			14.3			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	715	1591	-	-	1435	-	-	796				
HCM Lane V/C Ratio	0.463	0.014	-	-	0.007	-	-	0.03				
HCM Control Delay (s)	14.3	7.3	0	-	7.5	0	-	9.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.5	0	-	-	0	-	-	0.1				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	98	8	3	190	39	17
Future Vol, veh/h	98	8	3	190	39	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	25	0	3	0	0
Mvmt Flow	120	10	4	232	48	21
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	299	59	69	0	-	0
Stage 1	59	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.45	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.525	2.2	-	-	-
Pot Cap-1 Maneuver	692	946	1545	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	690	946	1545	-	-	-
Mov Cap-2 Maneuver	690	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.3	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1545	-	704	-	-	
HCM Lane V/C Ratio	0.002	-	0.184	-	-	
HCM Control Delay (s)	7.3	0	11.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

HCM 6th TWSC
5: Byrnes Road & Site Driveway (North)

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	3	1	165	42	5
Future Vol, veh/h	28	3	1	165	42	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	3	1	179	46	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	230	49	51	0	-	0
Stage 1	49	-	-	-	-	-
Stage 2	181	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	758	1020	1555	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	757	1020	1555	-	-	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	850	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1555	-	776	-	-	
HCM Lane V/C Ratio	0.001	-	0.043	-	-	
HCM Control Delay (s)	7.3	0	9.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
6: Byrnes Road & Site Driveway (South)

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	66	6	1	100	32	13
Future Vol, veh/h	66	6	1	100	32	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	7	1	109	35	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	153	42	49	0	-	0
Stage 1	42	-	-	-	-	-
Stage 2	111	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	839	1029	1558	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	1029	1558	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	914	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.7	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1558	-	851	-	-	
HCM Lane V/C Ratio	0.001	-	0.092	-	-	
HCM Control Delay (s)	7.3	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.3	-	-	

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	9	11	47	0
Future Vol, veh/h	0	59	9	11	47	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	64	10	12	51	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	22	0	-	0	80	16
Stage 1	-	-	-	-	16	-
Stage 2	-	-	-	-	64	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	922	1063
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	922	1063
Mov Cap-2 Maneuver	-	-	-	-	922	-
Stage 1	-	-	-	-	1007	-
Stage 2	-	-	-	-	959	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.1		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1593	-	-	-	922	
HCM Lane V/C Ratio	-	-	-	-	0.055	
HCM Control Delay (s)	0	-	-	-	9.1	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

HCM 6th TWSC
12: I-80 WB Ramps & I-80 WB Ramp

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	8.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	109	0	0	39	0	16
Future Vol, veh/h	109	0	0	39	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	19	2	2	0	2	19
Mvmt Flow	121	0	0	43	0	18
Major/Minor	Minor1	Major2				
Conflicting Flow All	18	-	-	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	18	-	-	-	-	-
Critical Hdwy	6.59	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.59	-	-	-	-	-
Follow-up Hdwy	3.671	-	-	-	-	-
Pot Cap-1 Maneuver	958	0	0	0	-	-
Stage 1	-	0	0	0	-	-
Stage 2	962	0	0	0	-	-
Platoon blocked, %						-
Mov Cap-1 Maneuver	958	-	-	-	-	-
Mov Cap-2 Maneuver	958	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Approach	WB	SB				
HCM Control Delay, s	9.3	0				
HCM LOS	A					
Minor Lane/Major Mvmt	WBLn1	SBT				
Capacity (veh/h)	958	-				
HCM Lane V/C Ratio	0.126	-				
HCM Control Delay (s)	9.3	-				
HCM Lane LOS	A	-				
HCM 95th %tile Q(veh)	0.4	-				

HCM 6th TWSC
13: I-80 WB Ramps & N. Meridian Road

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	24	0	109	63	2	37
Future Vol, veh/h	24	0	109	63	2	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	19	10	0	0
Mvmt Flow	27	0	121	70	2	41
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	27	0	339	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	312	-
Critical Hdwy	-	-	4.29	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.371	-	3.5	3.3
Pot Cap-1 Maneuver	-	0	1483	-	661	1054
Stage 1	-	0	-	-	1001	-
Stage 2	-	0	-	-	747	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1483	-	605	1054
Mov Cap-2 Maneuver	-	-	-	-	605	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	684	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.8		8.7		
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1015	-	1483	-		
HCM Lane V/C Ratio	0.043	-	0.082	-		
HCM Control Delay (s)	8.7	-	7.6	0		
HCM Lane LOS	A	-	A	A		
HCM 95th %tile Q(veh)	0.1	-	0.3	-		

HCM 6th TWSC
21: Weber Road & N. Meridian Road

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	139	0	61
Future Vol, veh/h	33	0	0	139	0	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	2	2	9	2	7
Mvmt Flow	37	0	0	154	0	68

Major/Minor	Minor2	Major1	
Conflicting Flow All	154	-	0
Stage 1	0	-	-
Stage 2	154	-	-
Critical Hdwy	6.52	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.52	-	-
Follow-up Hdwy	3.608	-	-
Pot Cap-1 Maneuver	815	0	-
Stage 1	-	0	-
Stage 2	850	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	815	-	-
Mov Cap-2 Maneuver	815	-	-
Stage 1	-	-	-
Stage 2	850	-	-

Approach	EB	NB
HCM Control Delay, s	9.6	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 815
HCM Lane V/C Ratio	- 0.045
HCM Control Delay (s)	- 9.6
HCM Lane LOS	- A
HCM 95th %tile Q(veh)	- 0.1

HCM 6th TWSC
22: I-80 EB Ramps & Weber Road

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	128	139	0	27	34
Future Vol, veh/h	33	128	139	0	27	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	12	6	6	2	0	7
Mvmt Flow	37	142	154	0	30	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	154	0	-	0	370	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	216	-
Critical Hdwy	4.22	-	-	-	6.4	6.27
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.308	-	-	-	3.5	3.363
Pot Cap-1 Maneuver	1368	-	-	0	634	879
Stage 1	-	-	-	0	879	-
Stage 2	-	-	-	0	825	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1368	-	-	-	616	879
Mov Cap-2 Maneuver	-	-	-	-	616	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	825	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		10.4		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1368	-	-	739		
HCM Lane V/C Ratio	0.027	-	-	0.092		
HCM Control Delay (s)	7.7	0	-	10.4		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	0.3		

APPENDIX 4.17-C: ROADWAY SEGMENT LOS WORKSHEETS

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Morning
Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	40	Opposing Demand Flow Rate, veh/h	67
Peak Hour Factor	0.98	Total Trucks, %	3.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0
Speed Slope Coefficient (m)	4.30877	Speed Power Coefficient (p)	0.59067
PF Slope Coefficient (m)	-1.17057	PF Power Coefficient (p)	0.82155
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results

Average Speed, mi/h	59.0	Percent Followers, %	7.9
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Morning
Project Description	Corby BESS Byrnes Road Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	80	Opposing Demand Flow Rate, veh/h	47
Peak Hour Factor	0.83	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.29476	Speed Power Coefficient (p)	0.60357
PF Slope Coefficient (m)	-1.15481	PF Power Coefficient (p)	0.82858
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results

Average Speed, mi/h	60.0	Percent Followers, %	13.2
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	17	0.00	0.2	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Morning
Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	117	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36057	PF Power Coefficient (p)	0.73724
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	50.1

Vehicle Results

Average Speed, mi/h	50.1	Percent Followers, %	24.4
Segment Travel Time, minutes	1.20	Adj. Follower Density, followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	26	0.01	0.6	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Morning
Project Description	Corby BESS Weber Road Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	102	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.96	Total Trucks, %	32.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37315	PF Power Coefficient (p)	0.73075
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.6

Vehicle Results

Average Speed, mi/h	47.6	Percent Followers, %	22.8
Segment Travel Time, minutes	1.26	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	25	0.00	0.5	A

HCS Two-Lane Highway Report

Project Information					
Analyst	James Vorosmarti	Date	8/13/2024		
Agency	Tetra Tech	Analysis Year	2024		
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Afternoon		
Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary		
Segment 1					
Vehicle Inputs					
Segment Type	Passing Zone	Length, ft	5280		
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0		
Demand and Capacity					
Directional Demand Flow Rate, veh/h	116	Opposing Demand Flow Rate, veh/h	28		
Peak Hour Factor	0.83	Total Trucks, %	3.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0		
Speed Slope Coefficient (m)	4.27827	Speed Power Coefficient (p)	0.61931		
PF Slope Coefficient (m)	-1.14553	PF Power Coefficient (p)	0.82917		
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.3		
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.7
Vehicle Results					
Average Speed, mi/h	58.7	Percent Followers, %	17.4		
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.3		
Vehicle LOS	A				
Facility Results					
T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS	
1	24	0.00	0.3	A	

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Afternoon
Project Description	Corby BESS Byrnes Road Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	42	Opposing Demand Flow Rate, veh/h	175
Peak Hour Factor	0.55	Total Trucks, %	0.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36065	Speed Power Coefficient (p)	0.54675
PF Slope Coefficient (m)	-1.20492	PF Power Coefficient (p)	0.81210
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results

Average Speed, mi/h	60.0	Percent Followers, %	8.7
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Afternoon
Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	133	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	4.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.36157	PF Power Coefficient (p)	0.73609
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.9

Vehicle Results

Average Speed, mi/h	49.9	Percent Followers, %	26.6
Segment Travel Time, minutes	1.20	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	27	0.01	0.7	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing Weekday Afternoon
Project Description	Corby BESS Weber Road Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	129	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37629	PF Power Coefficient (p)	0.72719
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.9

Vehicle Results

Average Speed, mi/h	46.9	Percent Followers, %	26.7
Segment Travel Time, minutes	1.28	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.01	0.7	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Morning
Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	62	Opposing Demand Flow Rate, veh/h	164
Peak Hour Factor	0.98	Total Trucks, %	33.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0
Speed Slope Coefficient (m)	4.35656	Speed Power Coefficient (p)	0.54999
PF Slope Coefficient (m)	-1.20300	PF Power Coefficient (p)	0.81513
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results

Average Speed, mi/h	59.0	Percent Followers, %	11.8
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	15	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Morning
Project Description	Corby BESS Byrnes Road Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	194	Opposing Demand Flow Rate, veh/h	73
Peak Hour Factor	0.83	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.31257	Speed Power Coefficient (p)	0.58725
PF Slope Coefficient (m)	-1.16814	PF Power Coefficient (p)	0.82543
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results

Average Speed, mi/h	58.9	Percent Followers, %	26.0
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	40	0.01	0.9	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Morning
Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	274	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35995	PF Power Coefficient (p)	0.73795
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.8

Vehicle Results

Average Speed, mi/h	48.8	Percent Followers, %	40.7
Segment Travel Time, minutes	1.23	Adj. Follower Density, followers/mi/ln	2.3
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	60	0.05	2.3	B

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Morning
Project Description	Corby BESS Weber Road Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	131	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.96	Total Trucks, %	47.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37126	PF Power Coefficient (p)	0.73289
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.9

Vehicle Results

Average Speed, mi/h	46.9	Percent Followers, %	26.6
Segment Travel Time, minutes	1.28	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	32	0.02	0.7	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Afternoon
Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	230	Opposing Demand Flow Rate, veh/h	54
Peak Hour Factor	0.83	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0
Speed Slope Coefficient (m)	4.30003	Speed Power Coefficient (p)	0.59866
PF Slope Coefficient (m)	-1.16261	PF Power Coefficient (p)	0.82507
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	29.2
Segment Travel Time, minutes	1.04	Adj. Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	48	0.02	1.2	A

HCS Two-Lane Highway Report

Project Information					
Analyst	James Vorosmarti	Date	8/13/2024		
Agency	Tetra Tech	Analysis Year	2024		
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Afternoon		
Project Description	Corby BESS Byrnes Road Southbound	Units	U.S. Customary		
Segment 1					
Vehicle Inputs					
Segment Type	Passing Zone	Length, ft	5280		
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0		
Demand and Capacity					
Directional Demand Flow Rate, veh/h	82	Opposing Demand Flow Rate, veh/h	347		
Peak Hour Factor	0.55	Total Trucks, %	47.00		
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05		
Intermediate Results					
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0		
Speed Slope Coefficient (m)	4.41687	Speed Power Coefficient (p)	0.50597		
PF Slope Coefficient (m)	-1.23444	PF Power Coefficient (p)	0.80735		
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2		
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0		
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0
Vehicle Results					
Average Speed, mi/h	60.0	Percent Followers, %	15.1		
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2		
Vehicle LOS	A				
Facility Results					
T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS	
1	11	0.00	0.2	A	

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Afternoon
Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	168	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	30.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35834	PF Power Coefficient (p)	0.73981
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.5

Vehicle Results

Average Speed, mi/h	49.5	Percent Followers, %	30.4
Segment Travel Time, minutes	1.21	Adj. Follower Density, followers/mi/ln	1.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	34	0.02	1.0	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2024 Existing + Project Weekday Afternoon
Project Description	Corby BESS Weber Road Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	273	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.16

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37390	PF Power Coefficient (p)	0.72989
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	45.8

Vehicle Results

Average Speed, mi/h	45.8	Percent Followers, %	41.3
Segment Travel Time, minutes	1.31	Adj. Follower Density, followers/mi/ln	2.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	65	0.07	2.5	B

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Afternoon
Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	118	Opposing Demand Flow Rate, veh/h	30
Peak Hour Factor	0.83	Total Trucks, %	5.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0
Speed Slope Coefficient (m)	4.28059	Speed Power Coefficient (p)	0.61705
PF Slope Coefficient (m)	-1.14729	PF Power Coefficient (p)	0.82888
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results

Average Speed, mi/h	58.6	Percent Followers, %	17.7
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	25	0.00	0.4	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Afternoon
Project Description	Corby BESS Byrnes Road Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	45	Opposing Demand Flow Rate, veh/h	178
Peak Hour Factor	0.55	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.03

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36207	Speed Power Coefficient (p)	0.54563
PF Slope Coefficient (m)	-1.20501	PF Power Coefficient (p)	0.81301
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results

Average Speed, mi/h	60.0	Percent Followers, %	9.3
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	6	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Afternoon
Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	157	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35983	PF Power Coefficient (p)	0.73810
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.6

Vehicle Results

Average Speed, mi/h	49.6	Percent Followers, %	29.3
Segment Travel Time, minutes	1.21	Adj. Follower Density, followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	32	0.02	0.9	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Afternoon
Project Description	Corby BESS Weber Road Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	149	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37466	PF Power Coefficient (p)	0.72904
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.7

Vehicle Results

Average Speed, mi/h	46.7	Percent Followers, %	29.1
Segment Travel Time, minutes	1.29	Adj. Follower Density, followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	36	0.02	0.9	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Morning
Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	42	Opposing Demand Flow Rate, veh/h	69
Peak Hour Factor	0.98	Total Trucks, %	7.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.02

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0
Speed Slope Coefficient (m)	4.31005	Speed Power Coefficient (p)	0.58951
PF Slope Coefficient (m)	-1.17116	PF Power Coefficient (p)	0.82186
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results

Average Speed, mi/h	59.0	Percent Followers, %	8.3
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	10	0.00	0.1	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
Agency	Tetra Tech	Analysis Year	2026
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Morning
Project Description	Corby BESS Byrnes Road Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	82	Opposing Demand Flow Rate, veh/h	49
Peak Hour Factor	0.83	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.29656	Speed Power Coefficient (p)	0.60189
PF Slope Coefficient (m)	-1.15595	PF Power Coefficient (p)	0.82859
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results

Average Speed, mi/h	60.0	Percent Followers, %	13.5
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	17	0.00	0.2	A

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	8/13/2024
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Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Morning
Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	139	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35883	PF Power Coefficient (p)	0.73924
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.8

Vehicle Results

Average Speed, mi/h	49.8	Percent Followers, %	27.1
Segment Travel Time, minutes	1.20	Adj. Follower Density, followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	30	0.01	0.8	A

HCS Two-Lane Highway Report

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Jurisdiction	Solano County	Time Analyzed	2026 Cumulative Weekday Morning
Project Description	Corby BESS Weber Road Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	122	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.96	Total Trucks, %	56.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37013	PF Power Coefficient (p)	0.73417
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	47.1

Vehicle Results

Average Speed, mi/h	47.1	Percent Followers, %	25.3
Segment Travel Time, minutes	1.27	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	29	0.01	0.7	A

HCS Two-Lane Highway Report

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Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	64	Opposing Demand Flow Rate, veh/h	166
Peak Hour Factor	0.98	Total Trucks, %	35.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0
Speed Slope Coefficient (m)	4.35739	Speed Power Coefficient (p)	0.54933
PF Slope Coefficient (m)	-1.20336	PF Power Coefficient (p)	0.81525
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results

Average Speed, mi/h	59.0	Percent Followers, %	12.1
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.1	A

HCS Two-Lane Highway Report

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Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	196	Opposing Demand Flow Rate, veh/h	76
Peak Hour Factor	0.83	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	3.61847	Speed Power Coefficient (p)	0.58595
PF Slope Coefficient (m)	-1.16916	PF Power Coefficient (p)	0.82523
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.1

Vehicle Results

Average Speed, mi/h	59.1	Percent Followers, %	26.3
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	41	0.01	0.9	A

HCS Two-Lane Highway Report

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Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	295	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35921	PF Power Coefficient (p)	0.73881
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	48.7

Vehicle Results

Average Speed, mi/h	48.7	Percent Followers, %	42.4
Segment Travel Time, minutes	1.23	Adj. Follower Density, followers/mi/ln	2.6
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	64	0.06	2.6	B

HCS Two-Lane Highway Report

Project Information

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Agency	Tetra Tech	Analysis Year	2026
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative +Project Weekday Morning
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Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.96	Total Trucks, %	54.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37039	PF Power Coefficient (p)	0.73388
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	46.7

Vehicle Results

Average Speed, mi/h	46.7	Percent Followers, %	29.0
Segment Travel Time, minutes	1.29	Adj. Follower Density, followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	36	0.02	0.9	A

HCS Two-Lane Highway Report

Project Information

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Jurisdiction	Solano County	Time Analyzed	2026 Cumulative+Project Weekday Afternoon
Project Description	Corby BESS Byrnes Road Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	233	Opposing Demand Flow Rate, veh/h	57
Peak Hour Factor	0.83	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	59.0
Speed Slope Coefficient (m)	4.30170	Speed Power Coefficient (p)	0.59712
PF Slope Coefficient (m)	-1.16312	PF Power Coefficient (p)	0.82589
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.7

Vehicle Results

Average Speed, mi/h	57.7	Percent Followers, %	29.4
Segment Travel Time, minutes	1.04	Adj. Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	48	0.02	1.2	A

HCS Two-Lane Highway Report

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Project Description	Corby BESS Byrnes Road Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	85	Opposing Demand Flow Rate, veh/h	351
Peak Hour Factor	0.55	Total Trucks, %	49.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.41788	Speed Power Coefficient (p)	0.50530
PF Slope Coefficient (m)	-1.23477	PF Power Coefficient (p)	0.80744
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results

Average Speed, mi/h	60.0	Percent Followers, %	15.6
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	12	0.00	0.2	A

HCS Two-Lane Highway Report

Project Information

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Jurisdiction	Solano County	Time Analyzed	2026 Cumulative + Project Weekday Afternoon
Project Description	Corby BESS Weber Road Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	51.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	191	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	39.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	51.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.35722	PF Power Coefficient (p)	0.74110
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	49.3

Vehicle Results

Average Speed, mi/h	49.3	Percent Followers, %	32.9
Segment Travel Time, minutes	1.22	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	39	0.03	1.3	A

HCS Two-Lane Highway Report

Project Information

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Jurisdiction	Solano County	Time Analyzed	2026 Cumulative +Project Weekday Afternoon
Project Description	Corby BESS Weber Road Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	48.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	293	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	31.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	48.0
Speed Slope Coefficient (m)	4.62517	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.37327	PF Power Coefficient (p)	0.73061
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	45.7

Vehicle Results

Average Speed, mi/h	45.7	Percent Followers, %	42.9
Segment Travel Time, minutes	1.31	Adj. Follower Density, followers/mi/ln	2.7
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	70	0.07	2.7	B

APPENDIX 4.17-D: TRIP GENERATION CALCULATIONS

**Corby Battery Energy Storage System Project
Peak Construction Trip Generation**

	BESS Laydown Yard Peak Hour Trip Generation	GenTie Laydown Yard Peak Hour Trip Generation	Project Total Peak Hour Trip Generation
AM Peak Hour Entering Trips	103	47	150
AM Peak Hour Exiting Trips	<u>20</u>	<u>11</u>	<u>31</u>
AM Peak Hour Total Trips	123	58	181
PM Peak Hour Entering Trips	20	11	31
PM Peak Hour Exiting Trips	<u>103</u>	<u>47</u>	<u>150</u>
PM Peak Hour Total Trips	123	58	181
Daily Entering	231	108	339
Daily Exiting	<u>231</u>	<u>108</u>	<u>339</u>
Daily Total	462	216	678

Note: Trip Generation Estimates provided by Project Applicant. Peak Construction Activity is expected to last 1 month during the 14 month construction schedule.

Corby Battery Energy Storage System Project
Daily Trip Generation by Month

Project Activity Sequence (Corby AQ)	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27
Site Preparation														
Grading														
Battery/Container Installation														
Gen-tie Site Preparation (Orchard Removal)														
Substation Installation														
Gen-tie Foundations, Tower Erection, and Underground Installation														
Gen-tie Stringing and Pulling														
Commissioning														

Project Total Workers (Corby)	8	49	52	61	71	78	131	115	103	100	97	80	80	64
Note: Construction Phasing by month provided by Project Applicant.														

Corby Construction Timeline (300MW)														
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
BESS	Construction										Commissioning			
Construction Laborer	4	12	12	14	16	16	16	16	16	16	32	24	24	24
Carpenters	0	0	0	0	0	2	2	0	0	0	0	0	0	0
Cement Finishers	0	0	0	2	2	2	4	0	0	0	0	0	0	0
Electricians	0	12	12	12	12	12	20	20	20	20	32	32	32	24
Equipment Operators	0	8	8	10	12	12	16	16	8	8	8	0	0	0
Pile Drivers	0	1	1	2	4	4	2	0	0	0	0	0	0	0
Rodmen / Ironworkers	0	8	8	8	8	8	4	0	0	0	0	0	0	0
Truck Drivers	0	0	0	1	1	2	3	3	3	1	1	0	0	0
Project Managers / Support	4	8	11	12	16	20	24	20	16	15	24	24	24	16
Total BESS Workforce	8	49	52	61	71	78	91	75	63	60	97	80	80	64
Gen-tie (Underground and Overhead, including PG&E component)														
Construction Laborer							12	12	12	12				
Carpenters							2	2	2	2				
Cement Finishers							2	2	2	2				
Electricians							10	10	10	10				
Equipment Operators							5	5	5	5				
Pile Drivers							0	0	0	0				
Rodmen / Ironworkers							2	2	2	2				
Truck Drivers							2	2	2	2				
Project Managers / Support							5	5	5	5				
Total Gen-tie Workforce	0	0	0	0	0	0	40	40	40	40	0	0	0	0
Total Combined Monthly Workforce	8	49	52	61	71	78	131	115	103	100	97	80	80	64

One-Way Worker Trips per day

	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
Commuting Worker Trips														
BESS Workers	14	90	94	110	130	142	166	136	114	110	176	146	146	116
Gen-Tie Workers	0	0	0	0	0	0	72	72	72	72	0	0	0	0
Total Commuting Worker Trips	14	90	94	110	130	142	238	208	186	182	176	146	146	116
Lunch Break Worker Trips														
BESS Workers	14	90	94	110	130	142	166	136	114	110	176	146	146	116
Gen-Tie Workers	0	0	0	0	0	0	72	72	72	72	0	0	0	0
Total Lunch Break Worker Trips	14	90	94	110	130	142	238	208	186	182	176	146	146	116
Total Daily Worker Trips														
BESS Workers	28	180	188	220	260	284	332	272	228	220	352	292	292	232
Gen-Tie Workers	0	0	0	0	0	0	144	144	144	144	0	0	0	0
Total Daily Worker Trips	28	180	188	220	260	284	476	416	372	364	352	292	292	232

Note: assumes a VOR of 1.10 for carpooling and all workers will leave the site during the midday, off peak for lunch, or other errands.

One-Way Truck Trips per day														
Total BESS Truck Trips Total Gen-tie Trips Total Truck Trips	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
	36	178	212	212	130	130	130	130	130	60	0	60	60	60
	0	0	0	28	72	72	72	72	118	118	46	0	0	0
	36	178	212	240	202	202	202	202	248	178	46	60	60	60
Note: Truck Activity per month provided by the Project Applicant. Quantity of trips estmated based on information provided by Project Applicant.														
Vendor Truck Trips	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
Site Preparation	8	8												
Grading		16	16	16										
Battery/Container Installation			30	30	30	30	30	30	30					
Gen-tie Site Preparation (Orchard Removal)				0										
Substation Installation					40	40	40	40	40	40				
Gen-tie Foundations, Tower Erection, and Underground Installation					16	16	16	16	16	16				
Gen-tie Stringing and Pulling									16	16	16			
Commissioning												40	40	40
Bess Truck Trips	8	24	46	46	70	70	70	70	70	40	0	40	40	40
Gentle Truck Trips	0	0	0	0	16	16	16	16	32	32	16	0	0	0
	8	24	46	46	86	86	86	86	102	72	16	40	40	40
Hauling Truck Trips	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
Site Preparation	20	20												
Grading		20	20	20										
Battery/Container Installation			30	30	30	30	30	30	30					
Gen-tie Site Preparation (Orchard Removal)				0										
Substation Installation					20	20	20	20	20	20				
Gen-tie Foundations, Tower Erection, and Underground Installation					30	30	30	30	30	30				
Gen-tie Stringing and Pulling									20	20	20			
Commissioning												0	0	0
Bess Truck Trips	20	40	50	50	50	50	50	50	50	20	0	0	0	0
Gentle Truck Trips	0	0	0	0	30	30	30	30	50	50	20	0	0	0
	20	40	50	50	80	80	80	80	100	70	20	0	0	0
Onsite Truck Trips	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
Site Preparation	8	8												
Grading		40	40	40										
Battery/Container Installation			10	10	10	10	10	10	10					
Gen-tie Site Preparation (Orchard Removal)				2										
Substation Installation					0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation					10	10	10	10	10	10				
Gen-tie Stringing and Pulling									10	10	10			
Commissioning												20	20	20
Bess Truck Trips	8	48	50	50	10	10	10	10	10	0	0	20	20	20
Gentle Truck Trips	0	0	0	2	10	10	10	10	20	20	10	0	0	0
	8	48	50	52	20	20	20	20	30	20	10	20	20	20
Import Fill Truck Trips	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
Site Preparation	0	0												
Grading		50	50	50										
Battery/Container Installation			0	0	0	0	0	0	0					
Gen-tie Site Preparation (Orchard Removal)				0										
Substation Installation					0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation					0	0	0	0	0	0				
Gen-tie Stringing and Pulling									0	0	0			
Commissioning												0	0	0
Bess Truck Trips	0	50	50	50	0	0	0	0	0	0	0	0	0	0
Gentle Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	50	50	50	0	0	0	0	0	0	0	0	0	0
Water Truck Trips	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
Site Preparation	0	0												
Grading		16	16	16										
Battery/Container Installation			0	0	0	0	0	0	0					
Gen-tie Site Preparation (Orchard Removal)				0										
Substation Installation					0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation					16	16	16	16	16	16				
Gen-tie Stringing and Pulling									0	0	0			
Commissioning												0	0	0
Bess Truck Trips	0	16	16	16	0	0	0	0	0	0	0	0	0	0
Gentle Truck Trips	0	0	0	0	16	16	16	16	16	16	0	0	0	0
	0	16	16	16	16	16	16	16	16	16	0	0	0	0
Hauling (biomass) Truck Trips	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
Site Preparation	0	0												
Grading		0	0	0										
Battery/Container Installation			0	0	0	0	0	0	0					
Gen-tie Site Preparation (Orchard Removal)				26										
Substation Installation					0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation					0	0	0	0	0	0				
Gen-tie Stringing and Pulling									0	0	0			
Commissioning												0	0	0
Bess Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gentle Truck Trips	0	0	0	26	0	0	0	0	0	0	0	0	0	0
	0	0	0	26	0	0	0	0	0	0	0	0	0	0

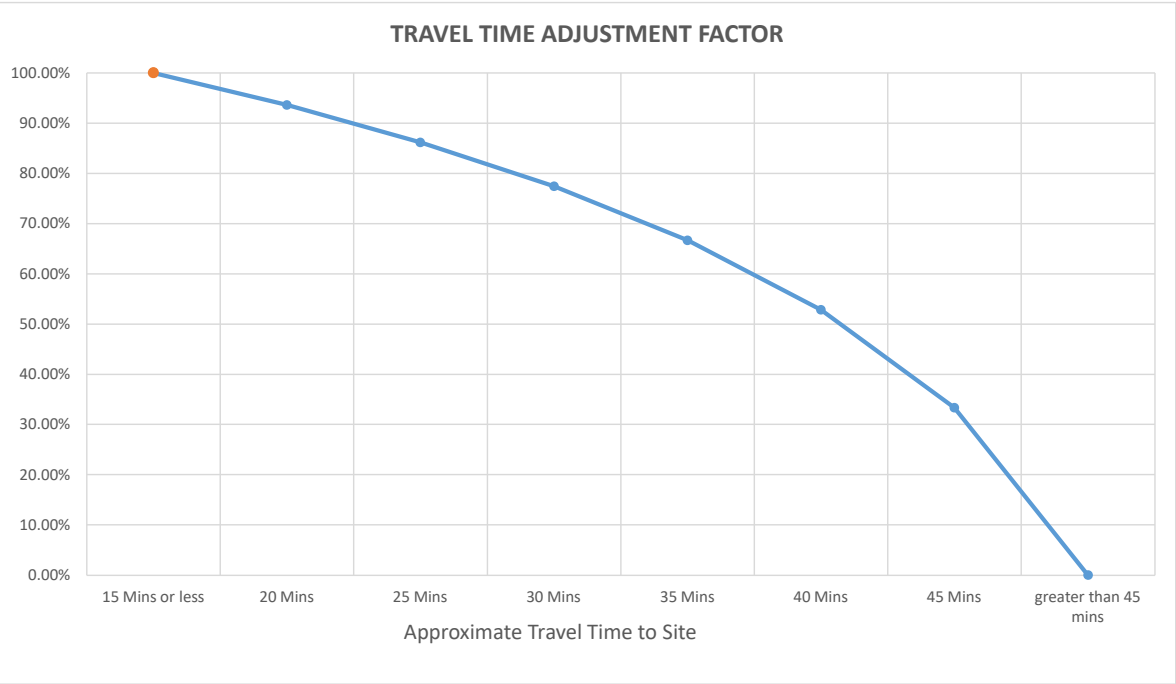
CALEEMOD INPUTS	# of one-way trips/day (Corby)	Trip Length
Phase - Site Prep		
Worker	16	Default
Vendor	8	Default
Hauling	20	Default
Onsite Truck	8	1.25
Phase - Grading		
Worker	80	Default
Vendor	16	Default
Hauling	20	Default
Onsite Truck	40	1.25
Import Fill Trips	50	50
Water Truck Trips	16	7
Phase - Battery/Container Install		
Worker	120	Default
Vendor	30	Default
Hauling	30	Default
Onsite Truck	10	1.25
Gen-tie Site Preparation (Orchard Removal)		
Worker	10	Default
Vendor	0	Default
Hauling (biomass)	26	50
Onsite Truck	2	1.25
Phase - Substation Installation		
Worker	80	Default
Vendor	40	Default
Hauling	20	Default
Onsite Truck	0	1.25
Phase - Gen-tie Foundations, Tower Erection, and Underground Installation		
Worker	80	Default
Vendor	16	Default
Hauling	30	Default
Onsite Truck	10	1.25
Water Truck Trips	16	7
Phase - Gen-tie Stringing and Pulling		
Worker	80	Default
Vendor	16	Default
Hauling	20	Default
Onsite Truck	10	1.25
Phase - Commissioning		
Worker	150	Default
Vendor	40	Default
Hauling	0	Default
Onsite Truck	20	1.25

APPENDIX 4.17-E: TRIP DISTRIBUTION ANALYSIS

(Uses Worker data by Zip Code; No impact from Travel times greater than 45 mins)

USE	2%	1%	6%	1%	8%	45%	37%	100.00%
-----	----	----	----	----	----	-----	-----	---------

TRAVEL TIME ADJUSTMENT FACTOR	
Travel time to Site (approx.)	Adjustment Factor (0-100%)
15 Mins or less	100.00%
20 Mins	93.58%
25 Mins	86.17%
30 Mins	77.40%
35 Mins	66.67%
40 Mins	52.83%
45 Mins	33.33%
greater than 45 mins	0.00%



APPENDIX 4.17-F: EXTRALEGAL WEIGHT CHARTS

APPENDIX 20

WEIGHT CHART (PLATE 25-4)

GREEN AND BONUS OVERLOADS*

MAXIMUM PERMIT WEIGHT ON TANDEM AXLES = 52,000 POUNDS

Example: 8' - 0" Distance Between First and Last Axle in Feet

43,680
50,232
54,600

4 tires, 8' - 0" Wide
8 tires, 8' - 0" Wide
8 tires, 10' - 0" Wide

Green Load = $1.3 \times 700 (L + 40)$
Green Load (+ 15%) = $1.15 \times 1.3 \times 700 (L + 40)$
Green Load (+ 25%) = $1.25 \times 1.3 \times 700 (L + 40)$

IN. FT.	0	1	2	3	4	5	6	7	8	9	10	11
2	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000
3	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	24,000 27,600 30,000	39,585 45,523 49,481	39,661 45,610 49,576	39,737 45,697 49,671	39,813 45,784 49,766	39,888 45,872 49,860	39,964 45,959 49,955
4	40,040 46,046 50,050	40,116 46,133 50,145	40,192 46,220 50,240	40,268 46,308 50,334	40,343 46,395 50,429	40,419 46,482 50,524	40,495 46,569 50,619	40,571 46,656 50,714	40,647 46,744 50,808	40,723 46,831 50,903	40,798 46,918 50,998	40,874 47,005 51,093
5	40,950 47,093 51,188	41,026 47,180 51,282	41,102 47,267 51,377	41,178 47,354 51,472	41,253 47,441 51,567	41,329 47,529 51,661	41,405 47,616 51,756	41,481 47,703 51,851	41,557 47,790 51,946	41,633 47,877 52,041	41,708 47,965 52,135	41,784 48,052 52,230
6	41,860 48,139 52,325	41,936 48,226 52,420	42,012 48,313 52,515	42,088 48,401 52,609	42,163 48,488 52,704	42,239 48,575 52,799	42,315 48,662 52,894	42,391 48,749 52,989	42,467 48,837 53,083	42,543 48,924 53,178	42,618 49,011 53,273	42,694 49,098 53,368
7	42,770 49,186 53,463	42,846 49,273 53,557	42,922 49,360 53,652	42,998 49,447 53,747	43,073 49,534 53,842	43,149 49,622 53,936	43,225 49,709 54,031	43,301 49,796 54,126	43,377 49,883 54,221	43,453 49,970 54,316	43,528 50,058 54,410	43,604 50,145 54,505
8	43,680 50,232 54,600	43,756 50,319 54,695	43,832 50,406 54,790	43,908 50,494 54,884	43,983 50,581 54,979	44,059 50,668 55,074	44,135 50,755 55,169	44,211 50,842 55,264	44,287 50,930 55,358	44,363 51,017 55,453	44,438 51,104 55,548	44,514 51,191 55,643
9	44,590 51,279 55,738	44,666 51,366 55,832	44,742 51,453 55,927	44,818 51,540 56,022	44,893 51,627 56,117	44,969 51,715 56,211	45,045 51,802 56,306	45,121 51,889 56,401	45,197 51,976 56,496	45,273 52,063 56,591	45,348 52,151 56,685	45,424 52,238 56,780
10	45,500 52,325 56,875	45,576 52,412 56,970	45,652 52,499 57,065	45,728 52,587 57,159	45,803 52,674 57,254	45,879 52,761 57,349	45,955 52,848 57,444	46,031 52,935 57,539	46,107 53,023 57,633	46,183 53,110 57,728	46,258 53,197 57,823	46,334 53,284 57,918
11	46,410 53,372 58,013	46,486 53,459 58,107	46,562 53,546 58,202	46,638 53,633 58,297	46,713 53,720 58,392	46,789 53,808 58,486	46,865 53,895 58,581	46,941 53,982 58,676	47,017 54,069 58,771	47,093 54,156 58,866	47,168 54,244 58,960	47,244 54,331 59,055
12	47,320 54,418 59,150	47,396 54,505 59,245	47,472 54,592 59,340	47,548 54,680 59,434	47,623 54,767 59,529	47,699 54,854 59,624	47,775 54,941 59,719	47,851 55,028 59,814	47,927 55,116 59,908	48,003 55,203 60,003	48,078 55,290 60,098	48,154 55,377 60,193
13	48,230 55,465 60,288	48,306 55,552 60,382	48,382 55,639 60,477	48,458 55,726 60,572	48,533 55,813 60,667	48,609 55,901 60,761	48,685 55,988 60,856	48,761 56,075 60,951	48,837 56,162 61,046	48,913 56,249 61,141	48,988 56,337 61,235	49,064 56,424 61,330
14	49,140 56,511 61,425	49,216 56,598 61,520	49,292 56,685 61,615	49,368 56,773 61,709	49,443 56,860 61,804	49,519 56,947 61,899	49,595 57,034 61,994	49,671 57,121 62,089	49,747 57,209 62,183	49,823 57,296 62,278	49,898 57,383 62,373	49,974 57,470 62,468
15	50,050 57,558 62,563	50,126 57,645 62,657	50,202 57,732 62,752	50,278 57,819 62,847	50,353 57,906 62,942	50,429 57,994 63,036	50,505 58,081 63,131	50,581 58,168 63,226	50,657 58,255 63,321	50,733 58,342 63,416	50,808 58,430 63,510	50,884 58,517 63,605
16	50,960 58,604 63,700	51,036 58,691 63,795	51,112 58,778 63,890	51,188 58,866 63,984	51,263 58,953 64,079	51,339 59,040 64,174	51,415 59,127 64,269	51,491 59,214 64,364	51,567 59,302 64,458	51,643 59,389 64,553	51,718 59,476 64,648	51,794 59,563 64,743
17	51,870 59,651 64,838	51,946 59,738 64,932	52,022 59,825 65,027	52,098 59,912 65,122	52,173 59,999 65,217	52,249 60,087 65,311	52,325 60,174 65,406	52,401 60,261 65,501	52,477 60,348 65,596	52,553 60,435 65,691	52,628 60,523 65,785	52,704 60,610 65,880
18	52,780 60,697 65,975											

* A set of tandem axles with spacing between axles of less than 3' - 6" is considered as a single axle.

APPENDIX 20 WEIGHT CHART (PLATE 25-5)

PURPLE AND BONUS OVERLOADS*
MAXIMUM PERMIT WEIGHT ON TANDEM AXLES = 60,000 POUNDS

Example: 8' - 0" Distance Between First and Last Axle in Feet

50,400
57,960
63,000

4 tires, 8' - 0" Wide
8 tires, 8' - 0" Wide
8 tires, 10' - 0" Wide

Purple Load = $1.5 \times 700 (L + 40)$
Purple Load (+ 15%) = $1.15 \times 1.5 \times 700 (L + 40)$
Purple Load (+ 25%) = $1.25 \times 1.5 \times 700 (L + 40)$

IN. FT.	0	1	2	3	4	5	6	7	8	9	10	11
2	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000
3	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000	45,675 52,526 57,094	45,763 52,627 57,203	45,850 52,728 57,313	45,938 52,828 57,422	46,025 52,929 57,531	46,113 53,029 57,641
4	46,200 53,130 57,750	46,288 53,231 57,859	46,375 53,331 57,969	46,463 53,432 58,078	46,550 53,533 58,188	46,638 53,633 58,297	46,725 53,734 58,406	46,813 53,834 58,516	46,900 53,935 58,625	46,988 54,036 58,734	47,075 54,136 58,844	47,163 54,237 58,953
5	47,250 54,338 59,063	47,338 54,438 59,172	47,425 54,539 59,281	47,513 54,639 59,391	47,600 54,740 59,500	47,688 54,841 59,609	47,775 54,941 59,719	47,863 55,042 59,828	47,950 55,143 59,938	48,038 55,243 60,047	48,125 55,344 60,156	48,213 55,444 60,266
6	48,300 55,545 60,375	48,388 55,646 60,484	48,475 55,746 60,594	48,563 55,847 60,703	48,650 55,948 60,813	48,738 56,048 60,922	48,825 56,149 61,031	48,913 56,249 61,141	49,000 56,350 61,250	49,088 56,451 61,359	49,175 56,551 61,469	49,263 56,652 61,578
7	49,350 56,753 61,688	49,438 56,853 61,797	49,525 56,954 61,906	49,613 57,054 62,016	49,700 57,155 62,125	49,788 57,256 62,234	49,875 57,356 62,344	49,963 57,457 62,453	50,050 57,558 62,563	50,138 57,658 62,672	50,225 57,759 62,781	50,313 57,859 62,891
8	50,400 57,960 63,000	50,488 58,061 63,109	50,575 58,161 63,219	50,663 58,262 63,328	50,750 58,363 63,438	50,838 58,463 63,547	50,925 58,564 63,656	51,013 58,664 63,766	51,100 58,765 63,875	51,188 58,866 63,984	51,275 58,966 64,094	51,363 59,067 64,203
9	51,450 59,168 64,313	51,538 59,268 64,422	51,625 59,369 64,531	51,713 59,469 64,641	51,800 59,570 64,750	51,888 59,671 64,859	51,975 59,771 64,969	52,063 59,872 65,078	52,150 59,973 65,188	52,238 60,073 65,297	52,325 60,174 65,406	52,413 60,274 65,516
10	52,500 60,375 65,625	52,588 60,476 65,734	52,675 60,576 65,844	52,763 60,677 65,953	52,850 60,778 66,063	52,938 60,878 66,172	53,025 60,979 66,281	53,113 61,079 66,391	53,200 61,180 66,500	53,288 61,281 66,609	53,375 61,381 66,719	53,463 61,482 66,828
11	53,550 61,583 66,938	53,638 61,683 67,047	53,725 61,784 67,156	53,813 61,884 67,266	53,900 61,985 67,375	53,988 62,086 67,484	54,075 62,186 67,594	54,163 62,287 67,703	54,250 62,388 67,813	54,338 62,488 67,922	54,425 62,589 68,031	54,513 62,689 68,141
12	54,600 62,790 68,250	54,688 62,891 68,359	54,775 62,991 68,469	54,863 63,092 68,578	54,950 63,193 68,688	55,038 63,293 68,797	55,125 63,394 68,906	55,213 63,494 69,016	55,300 63,595 69,125	55,388 63,696 69,234	55,475 63,796 69,344	55,563 63,897 69,453
13	55,650 63,998 69,563	55,738 64,098 69,672	55,825 64,199 69,781	55,913 64,299 69,891	56,000 64,400 70,000	56,088 64,501 70,109	56,175 64,601 70,219	56,263 64,702 70,328	56,350 64,803 70,438	56,438 64,903 70,547	56,525 65,004 70,656	56,613 65,104 70,766
14	56,700 65,205 70,875	56,788 65,306 70,984	56,875 65,406 71,094	56,963 65,507 71,203	57,050 65,608 71,313	57,138 65,708 71,422	57,225 65,809 71,531	57,313 65,909 71,641	57,400 66,010 71,750	57,488 66,111 71,859	57,575 66,211 71,969	57,663 66,312 72,078
15	57,750 66,413 72,188	57,838 66,513 72,297	57,925 66,614 72,406	58,013 66,714 72,516	58,100 66,815 72,625	58,188 66,916 72,734	58,275 67,016 72,844	58,363 67,117 72,953	58,450 67,218 73,063	58,538 67,318 73,172	58,625 67,419 73,281	58,713 67,519 73,391
16	58,800 67,620 73,500	58,888 67,721 73,609	58,975 67,821 73,719	59,063 67,922 73,828	59,150 68,023 73,938	59,238 68,123 74,047	59,325 68,224 74,156	59,413 68,324 74,266	59,500 68,425 74,375	59,588 68,526 74,484	59,675 68,626 74,594	59,763 68,727 74,703
17	59,850 68,828 74,813	59,938 68,928 74,922	60,025 69,029 75,031	60,113 69,129 75,141	60,200 69,230 75,250	60,288 69,331 75,359	60,375 69,431 75,469	60,463 69,532 75,578	60,550 69,633 75,688	60,638 69,733 75,797	60,725 69,834 75,906	60,813 69,934 76,016
18	60,900 70,035 76,125											

* A set of tandem axles with spacing between axles of less than 3' - 6" is considered as a single axle.

APPENDIX 4.17-G: TRAFFIC PROJECTION MODEL

Corby Battery Energy Storage System Project Traffic Projection Model

INT ID

INTERSECTION NAME

MOVEMENT

3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45							
2024 Existing Morning Peak Hour (7:15 - 8:15 AM)	AM EX Balancing Adjustments	Adjusted 2024 Existing Morning Peak Hour (7:15 - 8:15 AM)	2024 Existing Afternoon Peak Hour (4:00 - 5:00 PM)	PM EX Balancing Adjustments	Adjusted 2024 Existing Afternoon Peak Hour (4:00 - 5:00 PM)	2026 Growth AM Peak Hour Traffic Volumes (Unadjusted)	Weber Road Construction Yard Entering %	Weber Road Construction Yard Exiting %	WEBER ROAD YARD AM Trips BALANCING	WEBER ROAD YARD AM Trips	Total Background AM Trips	2026 Cumulative AM Traffic Volumes	2026 Growth PM Peak Hour Traffic Volumes (Unadjusted)	WEBER ROAD YARD PM Trips	Total Background PM Trips	2026 Cumulative PM Traffic Volumes	Entering Distribution BESS Site	Exiting Distribution BESS Site	Weekday AM Entering Trip Gen BESS	Weekday AM Exiting Trip Gen BESS	Weekday AM BESS Balancing	Weekday AM BESS Total TRIP GEN	Entering Distribution GenTie Site	Exiting Distribution GenTie Site	Weekday AM Entering Trip Gen Gentle	Weekday AM Entering Trip Gen Gentle	Weekday AM Gentle Balancing	Weekday AM Gentle Total TRIP GEN	Weekday PM Entering Trip Gen BESS	Weekday PM Exiting Trip Gen BESS	Weekday PM BESS Balancing	Weekday PM BESS Total TRIP GEN	Weekday PM Entering Trip Gen Gentle	Weekday PM Entering Trip Gen Gentle	Weekday PM Gentle Balancing	Weekday PM Gentle Total TRIP GEN	Weekday PM Total Combined Trip Gen	2024 Existing + Project AM Volumes	2024 Existing + Project PM Volumes	2026 Cumulative + Project AM Volumes	2026 Cumulative + Project PM Volumes								
3 Byrnes Road & Weber Road	NBL	35	2	37	90	3	93	37					37	93	0	0	93	90%	0	18			18		90%	0	10		10	28	0	93	93	0	42	1	43	136	65	229	65	229							
	NBT	0		0	0		0	0					0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	NBR	5		5	56		56	5					5	56	0	0	56	1%	0	0			0		1%	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0				
	SBL	0		0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	SBT	0		0	0		0	0					0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	SSR	1	-1	0	0	-1	0	0					0	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	EBL	0		0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	EBT	31	1	32	90	1	91	32					19	19	91	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	EBR	70		70	17		70	17					0	70	17	0	0	17	90%	93	0	0			93		90%	42	0	1	43	136	18	0	18	10	0	28	208	45	208	45	208	45					
	WBL	9		9	9		9	9					0	9	9	0	0	9	1%	0	0			0		1%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	WBT	60	1	61	30		61	30					0	61	30	0	0	30	0	0																													
WBR	0		0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4 Byrnes Road & Kilkenny Road	NBL	2		2	2		2	2					2	2	0	0	2	0	0	0	0	0	0	0	9%	0	4	0	0	4	0	0	0	1	0	1	6	3	6	3	6	3	6	3	6	3			
	NBT	37		37	91	3	94	37					37	94	2	2	39	94	2	2	96	0	18	0	18	0	0	0	0	0	0	94	0	94	55	188	57	190	55	188	57	190	55	188	57	190	55		
	SBT	59	6	65	18	1	66	18	1				65	18	94	2	94	67	0	0	21	94	18	118	0	0	0	0	0	0	0	37	159	37	161	38	161	38	161	38	161	38	161	38	161	38			
	SSR	14		14	7		14	7					14	7	0	0	7	0	0	0	0	0	0	0	91%	0	43	0	0	43	0	0	0	10	0	10	10	57	17	57	17	57	17	57	17	57	17		
	EBL	5		5	55		55	5					5	55	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	EBR	1		1	4		4	1					0	4	1	0	0	0	0	0	0	0	0	0	9%	0	1	0	1	1	0	0	4	4	4	4	2	8	2	8	2	8	2	8	2				
	NBL			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NBT			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	SBT			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	SSR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	EBL			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
EBR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
5 Byrnes Road & Site Driveway (North)	NBL	39		39	93	3	96	39					39	96	2	2	41	96	2	2	98	0	13	0	13	9%	0	4	0	0	4	0	0	1	0	1	67	163	67	163	67	163	67	163	67	163	67	163	67
	NBT	60	6	66	22	1	66	23					66	23	66	0	66	23	66	0	0	0	0	0	0	9%	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	SBT			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	27%	0	28	0	0	28	0	0	5	0	0	5	28	5	28	5	28	5	28	5	28	5	28	5	
	SSR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	27%	0	28	0	0	28	0	0	5	0	0	5	28	5	28	5	28	5	28	5	28	5			
	EBL			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	27%	0	28	0	0	28	0	0	5	0	0	5	28	5	28	5	28	5	28	5					
	EBR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	3%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NBL			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NBT			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	SBT			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	SSR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	EBL			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
EBR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
6 Byrnes Road & Site Driveway (South)	NBL	39		39	93	3	96	39					39	96	2	2	41	96	2	2	98	0	13	0	13	9%	0	4	0	0	4	0	0	1	0	1	67	163	67	163	67	163	67	163	67	163	67		
	NBT	60	6	66	22	1	66	23					66	23	66	0	66	23	66	0	0	0	0	0	0	9%	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	SBT			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	6%	0	6	0	0	6	0	0	1	0	1	6	1	6	1	6	1	6	1	6	1				
	SSR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	64%	0	66	0	0	66	0	0	13	0	0	13	66	13	66	13	66	13	66	13	66	13			
	EBL			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	64%	0	66	0	0	66	0	0	13	0	0	13	66	13	66	13	66	13	66	13					
	EBR			0	0		0	0					0	0	0	0	0	0	0	0	0	0	0	0	6%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	NBL			0	0		0	0					0																																				

APPENDIX 4.17-H: DAILY VMT SUMMARY

Corby Battery Energy Storage System Project Total Project Vehicle Miles Traveled Summary															
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Worker Vehicle Miles Traveled
	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Workforce	8	49	52	61	71	78	131	115	103	100	97	80	80	64	
Average Daily Total Worker VMT	361	2247	2357	2776	3283	3537	5955	5201	4624	4568	4407	3647	3647	2914	
Daily Worker VMT per Capita	45.1	45.9	45.3	45.5	46.2	45.3	45.5	45.2	44.9	45.7	45.4	45.6	45.6	45.5	
Average Monthly Total Worker VMT	8,303	51,681	49,497	61,072	72,226	77,814	131,010	109,221	92,480	100,496	88,140	76,587	87,528	64,108	1,070,163
Average Daily Trucks on Site	18	89	106	120	101	101	101	101	124	89	23	30	30	30	
Average Daily Total Truck VMT	599	4075	4766	6568	3812	3812	3812	3812	4618	3272	793	897	897	897	
Daily VMT per Truck	33.3	45.8	45.0	54.7	37.7	37.7	37.7	37.7	37.2	36.8	34.5	29.9	29.9	29.9	
Average Monthly Total Truck VMT	13,777	93,725	100,076	144,496	83,864	83,864	83,864	80,052	92,350	71,984	15,850	18,837	21,528	19,734	924,001
Average Daily Total Combined VMT	960	6322	7123	9344	7095	7349	9767	9013	9242	7840	5200	4544	4544	3811	
Average Monthly Total Combined VMT	22,080	145,406	149,573	205,568	156,090	161,678	214,874	189,273	184,830	172,480	103,990	95,424	109,056	83,842	1,994,164

Note: Workdays per month exclude Federal Holidays; Average Daily Workforce and Truck Estimates provided by Project Applicant.

Corby Battery Energy Storage System Project Worker Vehicle Miles Traveled to/from Home																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Worker Commuting Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Workforce Commuting Trips			14	90	94	110	130	142	238	208	186	182	176	146	146	116	
Town/City	Distance to Site (miles)	Worker Population Residency															
Vacaville, California	7	15.46%	2	14	15	16	19	22	37	32	30	28	27	23	23	18	
Dixon, California	7	3.19%	0	3	3	4	4	5	8	7	6	6	6	5	5	4	
Fairfield, California	15	13.26%	2	12	12	14	17	19	32	28	25	24	23	19	19	15	
Cordelia, California	20	5.00%	1	5	5	6	7	7	12	10	9	9	9	7	7	6	
Napa, California	34	4.32%	1	4	4	5	6	6	10	9	8	8	8	6	6	5	
Vallejo, California	31	13.57%	2	12	13	15	18	19	32	28	25	25	24	20	20	16	
Rodeo, California	36	0.71%	0	1	1	1	1	1	2	1	1	1	1	1	1	1	
Davis, California	15	8.93%	1	8	8	10	12	13	21	19	17	16	16	13	13	10	
Sacramento, California	30	26.02%	4	23	25	27	33	36	61	54	48	48	45	38	38	29	
Woodland, California	24	6.14%	1	6	6	7	8	9	15	13	11	11	11	9	9	7	
Rio Vista, California	27	0.52%	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
Esparto, California	30	0.52%	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
Concord, California	40	2.36%	0	2	2	3	3	3	6	5	4	4	4	3	3	3	
Weighted Average Trip Length	22.1	100.00%															
Average Daily Worker Commuting VMT			319	1,977	2,075	2,446	2,893	3,111	5,241	4,577	4,066	4,022	3,879	3,209	3,209	2,566	
Average Monthly Worker Commuting VMT			7,337	45,471	43,575	53,812	63,646	68,442	115,302	96,117	81,320	88,484	77,580	67,389	77,016	56,452	941,943

Note: Workdays per month exclude Federal Holidays. Worker Population Residency based on US Census Workforce population levels. Average Daily Workforce levels provided by Project Applicant. Distance to Site Measured from approximate city population centroid.

Corby Battery Energy Storage System Project Worker Vehicle Miles Traveled to/From Lunch																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Worker Lunch Break Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Workforce Lunch Break Trips			14	90	94	110	130	142	238	208	186	182	176	146	146	116	
Town/City	Distance to Site (miles)	Worker Route Assignment															
Local Roadways	3	100.00%	14	90	94	110	130	142	238	208	186	182	176	146	146	116	
Average Trip Length	3.0	100.00%															
Average Daily Worker Lunch Break VMT			42	270	282	330	390	426	714	624	558	546	528	438	438	348	
Average Monthly Worker Lunch Break VMT			966	6,210	5,922	7,260	8,580	9,372	15,708	13,104	11,160	12,012	10,560	9,198	10,512	7,656	128,220

Note: Workdays per month exclude Federal Holidays. Average Daily Workforce levels provided by Project Applicant. Due to the proximity of retail and restaurants to the Site, three mile trips were assumed for lunch breaks, additionally all workers are expected to leave the site for lunch.

Corby Battery Energy Storage System Project																	
Vendor Trucks Vehicle Miles Traveled																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Vendor Truck Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Vendor Truck Trips			8	24	46	46	86	86	86	86	102	72	16	40	40	40	
Town/City	Distance to Site (miles)	Truck Route Assignment															
Vacaville, California	7	15.46%	2	4	8	8	13	13	13	13	16	11	2	7	7	7	
Dixon, California	7	3.19%	0	1	1	1	3	3	3	3	3	2	1	1	1	1	
Fairfield, California	15	13.26%	1	3	6	6	11	11	11	11	14	10	2	5	5	5	
Cordelia, California	20	5.00%	0	1	2	2	4	4	4	4	5	4	1	2	2	2	
Napa, California	34	4.32%	0	1	2	2	4	4	4	4	4	3	1	2	2	2	
Vallejo, California	31	13.57%	1	3	6	6	12	12	12	12	14	10	2	5	5	5	
Rodeo, California	36	0.71%	0	0	0	0	1	1	1	1	1	1	0	0	0	0	
Davis, California	15	8.93%	1	2	4	4	8	8	8	8	9	6	1	4	4	4	
Sacramento, California	30	26.02%	3	7	13	13	23	23	23	23	26	19	5	11	11	11	
Woodland, California	24	6.14%	0	1	3	3	5	5	5	5	6	4	1	2	2	2	
Rio Vista, California	27	0.52%	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Esparto, California	30	0.52%	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Concord, California	40	2.36%	0	1	1	1	2	2	2	2	2	2	0	1	1	1	
Weighted Average Trip Length	22.1	100.00%															
Average Daily Vendor Truck VMT			165	531	1,009	1,009	1,911	1,911	1,911	1,911	2,245	1,605	356	872	872	872	
Average Monthly Vendor Truck VMT			3,795	12,213	21,189	22,198	42,042	42,042	42,042	40,131	44,900	35,310	7,120	18,312	20,928	19,184	371,406

Corby Battery Energy Storage System Project Hauling Trucks Vehicle Miles Traveled																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Haul Truck Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Haul Truck Trips			20	40	50	50	80	80	80	80	100	70	20	0	0	0	
Town/City	Distance to Site (miles)	Truck Route Assignment															
Vacaville, California	7	15.46%	3	7	8	8	12	12	12	12	15	12	3	0	0	0	
Dixon, California	7	3.19%	1	1	2	2	3	3	3	3	3	2	1	0	0	0	
Fairfield, California	15	13.26%	3	5	7	7	11	11	11	11	13	9	3	0	0	0	
Cordelia, California	20	5.00%	1	2	3	3	4	4	4	4	5	4	1	0	0	0	
Napa, California	34	4.32%	1	2	2	2	3	3	3	3	4	3	1	0	0	0	
Vallejo, California	31	13.57%	3	5	7	7	11	11	11	11	14	9	3	0	0	0	
Rodeo, California	36	0.71%	0	0	0	0	1	1	1	1	1	0	0	0	0	0	
Davis, California	15	8.93%	2	4	4	4	7	7	7	7	9	6	2	0	0	0	
Sacramento, California	30	26.02%	5	11	13	13	21	21	21	21	26	19	5	0	0	0	
Woodland, California	24	6.14%	1	2	3	3	5	5	5	5	6	4	1	0	0	0	
Rio Vista, California	27	0.52%	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Esparto, California	30	0.52%	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Concord, California	40	2.36%	0	1	1	1	2	2	2	2	2	2	0	0	0	0	
Weighted Average Trip Length	22.1	100.00%															
Average Daily Haul Truck VMT			424	872	1,082	1,082	1,764	1,764	1,764	1,764	2,223	1,530	424	0	0	0	
Average Monthly Haul Truck VMT			9,752	20,056	22,722	23,804	38,808	38,808	38,808	37,044	44,460	33,660	8,480	0	0	0	316,402

Corby Battery Energy Storage System Project Onsite Trucks Vehicle Miles Traveled																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total On-Site Truck Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily On-Site Truck Trips			8	48	50	52	20	20	20	20	30	20	10	20	20	20	
Town/City	Distance to Site (miles)	Truck Route Assignment															
Local Roadways	1.25	100.00%	8	48	50	52	20	20	20	20	30	20	10	20	20	20	
Average Trip Length	1.25	100.00%															
Average Daily On-Site Truck VMT			10	60	63	65	25	25	25	25	38	25	13	25	25	25	
Average Monthly On-Site Truck VMT			230	1,380	1,313	1,430	550	550	550	525	750	550	250	525	600	550	9,753

Note: Workdays per month exclude Federal Holidays. Average Daily On-Site Trucks provided by Project Applicant. Due to the location of the Site Driveways, on-site truck trips were conservatively assigned 1.25 miles on the local roadways.

Corby Battery Energy Storage System Project Import Fill Trucks Vehicle Miles Traveled																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Import Fill Truck Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Import Fill Truck Trips			0	50	50	50	0	0	0	0	0	0	0	0	0	0	
	Distance to Site (miles)	Truck Route Assignment															
	50	100.00%	0	50	50	50	0	0	0	0	0	0	0	0	0	0	
Average Trip Length	50.0	100.00%															
Average Daily Import Fill Truck VMT			0	2,500	2,500	2,500	0	0	0	0	0	0	0	0	0	0	
Average Monthly Import Fill Truck VMT			0	57,500	52,500	55,000	0	0	0	0	0	0	0	0	0	165,000	

Note: Workdays per month exclude Federal Holidays. Average Daily Import Fill Trucks provided by Project Applicant. Import Fill Truck travel distance provided by Project Applicant.

Corby Battery Energy Storage System Project Water Trucks Vehicle Miles Traveled																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Water Truck Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Water Truck Trips			0	16	16	16	16	16	16	16	16	16	0	0	0	0	
	Distance to Site (miles)	Truck Route Assignment															
	7	100.00%	0	16	16	16	16	16	16	16	16	16	0	0	0	0	
Average Trip Length	7.0	100.00%															
Average Daily Water Truck VMT			0	112	112	112	112	112	112	112	112	112	0	0	0	0	
Average Monthly Water Truck VMT			0	2,576	2,352	2,464	2,464	2,464	2,464	2,352	2,240	2,464	0	0	0	0	21,840

Note: Workdays per month exclude Federal Holidays. Average Daily Water Trucks provided by Project Applicant. Water Truck travel distance provided by Project Applicant.

Corby Battery Energy Storage System Project Hauling (Biomass) Trucks Vehicle Miles Traveled																	
			Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Total Hauling (Biomass) Truck Vehicle Miles Traveled
			Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26	Jan-27	Feb-27	Mar-27	Apr-27	
Workdays per month			23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Hauling (Biomass) Truck Trips			0	0	0	36	0	0	0	0	0	0	0	0	0	0	
	Distance to Site (miles)	Truck Route Assignment															
	50	100.00%	0	0	0	36	0	0	0	0	0	0	0	0	0	0	
Average Trip Length	50.0	100.00%															
Average Daily Hauling (Biomass) Truck VMT			0	0	0	1,800	0	0	0	0	0	0	0	0	0	0	
Average Monthly Hauling (Biomass) Truck VMT			0	0	0	39,600	0	0	0	0	0	0	0	0	0	39,600	

Note: Workdays per month exclude Federal Holidays. Average Daily Hauling (Biomass) Trucks provided by Project Applicant. Hauling (Biomass) Truck travel distance provided by Project Applicant.

APPENDIX 4.17-I: TRAFFIC CONTROL PLANS

Notes

1. Lane closure allowed during approved hours only. Two-way operation must be restored at all other times.
2. Taper lengths shall be between 50' and 100'.
3. Channelizing devices shall be spaced no more than 20' apart when used for taper channelization and no more than 40' apart for tangent channelization.
4. Construction work zone is expected to be approximately 100' x 30'.
5. Lane closure will require approval from the Vacaville Deputy Director of Public Works for Transportation, Vacaville Fire Department, Vacaville Police Department.
6. Trenches shall be backfilled or plated during non-working hours.
7. Access to driveways will be maintained at all times.
10. Single lane road closure is expected to last approximately 2-4 weeks.
11. All traffic control devices shall be removed from view when not in use.

**TEMPORARY
LANE CLOSURE**

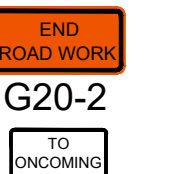
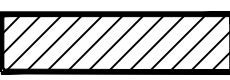
Kilkenny Road
Variable Pavement Width:
17'-20'
Variable ROW:
80'-90'

KILKENNY ROAD

BYRNES ROAD

STOP
(Existing)

Legend

								Work Zone
W20-1	W20-4	W3-2	W104	R1-2	R1-1	R1-2aP		Channelizing Device

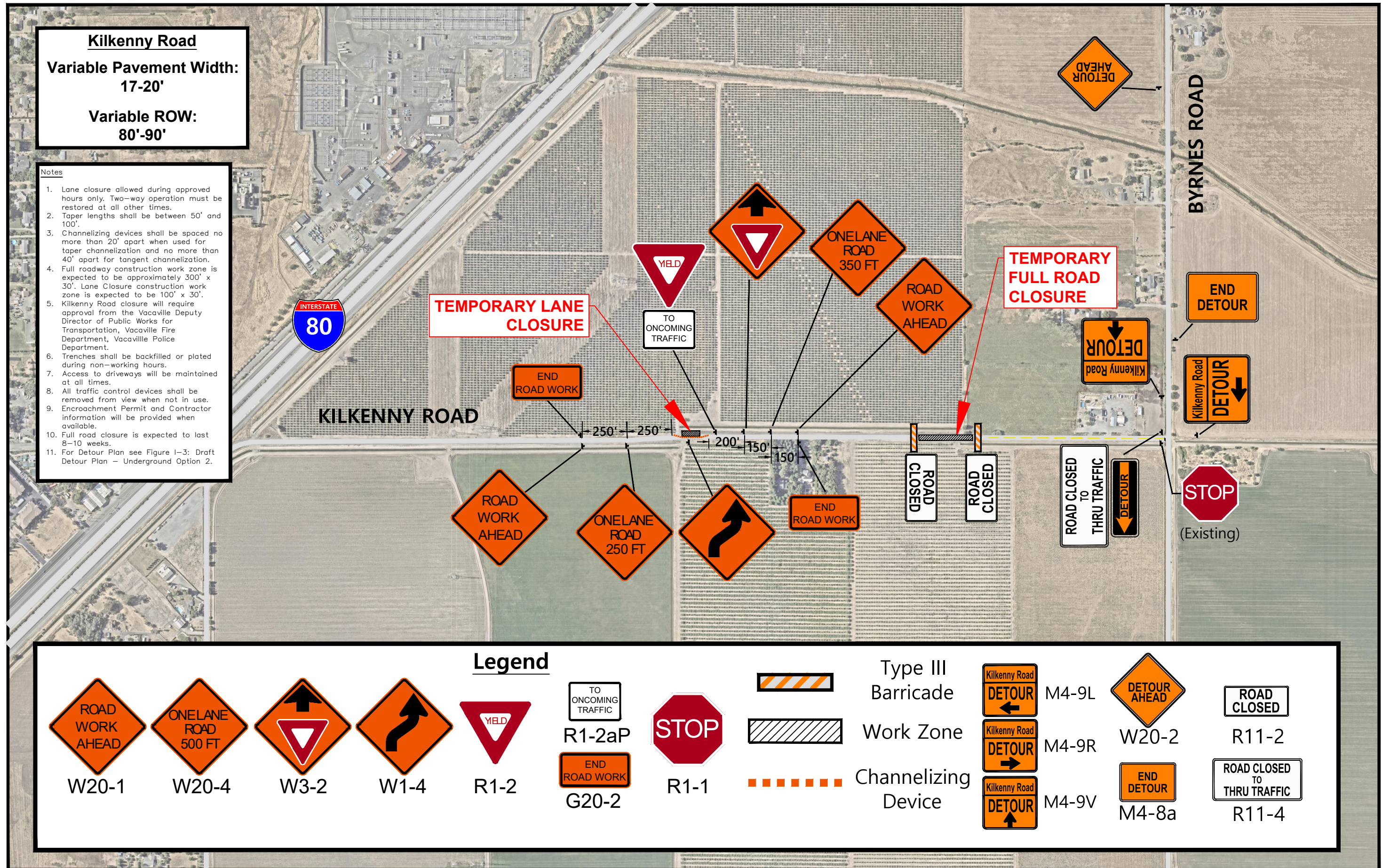
NOT TO SCALE

Corby Battery Energy Storage System Project
Solano County, CA

DRAFT TRAFFIC CONTROL PLAN - UNDERGROUND OPTION 1

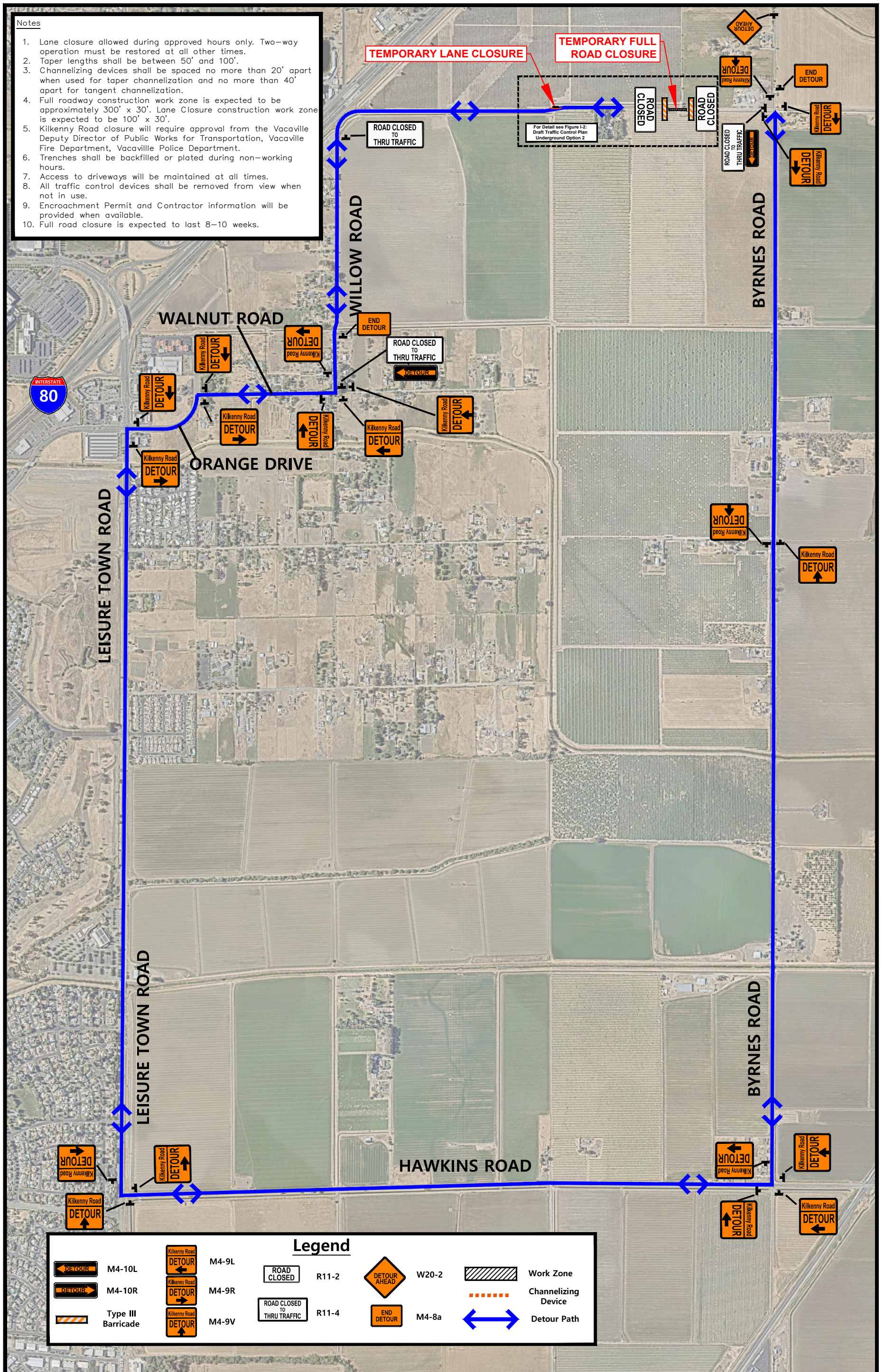
FIGURE

1-1



Notes

1. Lane closure allowed during approved hours only. Two-way operation must be restored at all other times.
2. Taper lengths shall be between 50' and 100'.
3. Channelizing devices shall be spaced no more than 20' apart when used for taper channelization and no more than 40' apart for tangent channelization.
4. Full roadway construction work zone is expected to be approximately 300' x 30'. Lane Closure construction work zone is expected to be 100' x 30'.
5. Kilkenny Road closure will require approval from the Vacaville Deputy Director of Public Works for Transportation, Vacaville Fire Department, Vacaville Police Department.
6. Trenches shall be backfilled or plated during non-working hours.
7. Access to driveways will be maintained at all times.
8. All traffic control devices shall be removed from view when not in use.
9. Encroachment Permit and Contractor information will be provided when available.
10. Full road closure is expected to last 8-10 weeks.



NOT TO SCALE

Corby Battery Energy Storage System Project
Solano County, CA

FIGURE
I-3

