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Filer:	Doug Urry
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Project Description Update Addendum

Corby Battery Energy Storage System Project

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Prepared for



700 Universe Boulevard
Juno Beach, FL 33408

Prepared by



17885 Von Karman Avenue
Suite 500
Irvine, CA 92614

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Acronyms and Abbreviations

Application	Opt-in Application
BESS	battery energy storage system
CEQA	California Environmental Quality Act
CO ₂	carbon dioxide
gen-tie	generation tie
GHG	greenhouse gas
LOS	Level of Service
PM ₁₀	particulate matter less than 10 microns diameter
PM _{2.5}	particulate matter less than 2.5 microns diameter
Project	Corby Battery Energy Storage System Project
VMT	vehicle miles traveled
YSAQMD	Yolo Solano Air Quality Management District

1.0 INTRODUCTION AND PURPOSE

Since filing the Corby Battery Energy Storage System Project (Project) Opt-in Application (Application) in November 2024, additional Project description details are now available that require updates to the environmental analysis. A Project Description Update was filed in April 2025 that served as the updated Project Description and environmental analysis to account for the additional Project description details. At the time of filing the Project Description Update, the technical analysis for four environmental areas had not been completed. Accordingly, this document serves as an Addendum to the Project Description Update to provide the updated environmental analysis for the remaining four environmental areas: air quality, energy, greenhouse gas emissions, and transportation.

Section 2.0 includes a list of the Project Description updates, the full details of which were previously provided in the Project Description Update filed in April 2025. Section 3.0 analyzes the potential environmental impacts resulting from these updates for the remaining four environmental areas¹ relative to the analysis included in the Application. As discussed herein, the Project, with these updates, will not result in any significant environmental impacts.

2.0 PROJECT DESCRIPTION UPDATES

The updates and additions to the Project design since submittal of the Application include the following elements;

- Solano Irrigation District water supply system
- Groundwater well water supply system
- Onsite water tank
- Telecommunications line
- Site access roads

Refer to the Project Description Update filed in April 2025 for detailed description of these Project updates.

3.0 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

An analysis of each of the remaining four environmental areas included in the Application and withheld from the Project Description Update is presented below, as related to the Project changes included in Section 2.0. Section 3.0 numbering in the below subsections has been retained from the Project Description Update. Additionally, applicable laws, ordinances, regulations, and standards have been reviewed to determine the Project's consistency with them.

¹ For consistency, the heading numbering within Section 3.0 reflects the numbering of these environmental areas in the original Project Description Update.

3.3 Air Quality

An updated Air Quality and Greenhouse Gas Technical Report has been prepared and filed separately, providing a detailed updated analysis addressing the Project description updates and Data Requests. Changes to the air quality and public health results and conclusions are summarized below.

Construction of the additional Project components described in Section 2.0 will continue to result in less than significant impacts related to air quality. Although the onsite and offsite emissions associated with the addition of the groundwater well and onsite water tank will increase the overall emissions resulting from the Project, mitigated emissions for reactive organic gases and nitrogen oxides will be less than the Yolo Solano Air Quality Management District (YSAQMD) annual threshold of 10 tons. The maximum daily particulate matter less than 10 microns diameter (PM₁₀) construction emissions will be less than the YSAQMD's significance threshold of 80 pounds per day. Additionally, AERMOD predicted impacts for nitrogen dioxide, PM₁₀, particulate matter less than 2.5 microns (PM_{2.5}), carbon monoxide, and sulfur dioxide during construction, which were evaluated in response to Data Request DR AQ-1, show that the Project will comply with all state and federal Ambient Air Quality Standards. Therefore, the Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts will be less than significant.

The cancer and chronic health risks associated with the additional Project components will respectively be less than the YSAQMD cancer risk threshold of 10 in one million, and the chronic hazard index of 1, for all the residential, worker and sensitive receptors previously identified. Therefore, the Project will not expose sensitive receptors to substantial pollutant concentrations, and health risk-related impacts will be less than significant.

Finally, the additional Project components will not make a cumulatively considerable contribution during construction. The YSAQMD (2020) *Handbook for Assessing and Mitigating Air Quality Impacts* states that any proposed project that would individually have a significant air quality impact (determined based on YSAQMD's Thresholds of Significance described above) would also be considered to have a significant cumulative impact. Project impacts continue to be less than significant after inclusion of the additional components and, therefore, the cumulative impacts from the construction of additional Project components will also be less than significant.

3.6 Energy

The construction of the additional Project components listed in Section 2.0 of this Addendum will result in negligible additional impacts to the energy relative to the Application. Energy consumption associated with the construction of the groundwater well is approximately 14.5 megawatt-hours of electricity and has been previously calculated within the Application. The additional Project components will increase the energy consumption presented in the Application by adding more construction equipment, a larger construction workforce, and increased construction vehicle trips. These changes to the construction assumptions have been taken into account in the revised Air Quality and Greenhouse Gas Technical Report referenced above in Section 3.3, Air Quality, which is the basis for calculating energy consumption.

As described in Section 4.6, Energy, of the Application, construction and operational energy use were calculated based on on-road vehicle trips and distances and the off-road equipment use as described

in Section 4.3, *Air Quality*. Fuel consumption factors in terms of gallon of diesel and gasoline per mile travel were calculated from the California Air Resources Board (CARB) Mobile Source Emissions Inventory online database – EMFAC2017 version 1.0.2 (CARB 2020). Fuel consumption factors in terms of gallons per hour of diesel for off-road equipment were calculated using data from the CARB Mobile Source Emissions Inventory online database – OFFROAD2017 version 1.0.1 (CARB 2020). The conversion factor for diesel is 10.21 kilograms of carbon dioxide (CO₂) per gallon and 8.78 kilograms CO₂ per gallon for gasoline (The Climate Registry 2024). The revised energy calculations presented below use the same methodology with the results of the revised Air Quality and Greenhouse Gas Technical Report.

Accounting for the additional Project components, the updated energy consumption during the construction phase would be approximately 3,626 metric tons of CO₂, which, when using the conversion factor of 10.19 kilograms CO₂ per gallon, would be approximately 355,839 gallons of diesel fuel consumed. Previously, as discussed in Section 4.6, Energy, of the Application, the construction phase of the Project was estimated to generate 2,202 metric tons of CO₂, which corresponds to approximately 216,094 gallons of diesel fuel consumption. Although the Project, with the additional Project components listed in Section 2.0 above, would result in approximately 139,745 additional gallons of diesel consumed during construction, the revised total still represents a negligible fraction of California’s estimated consumption of 2.3 billion gallons of diesel in 2022. Therefore, fuel use from construction equipment would not be considered wasteful or inefficient.

As detailed in the revised Air Quality and Greenhouse Gas Technical Report, the Project would not result in additional CO₂ generated during Project operation. The additional project components listed in Section 2.0 above only affect emissions and energy usage during construction. Therefore, no change would occur with regard to operational energy usage, and operation of the Project would not be considered wasteful, inefficient, or unnecessary consumption of energy resources. Moreover, as a battery storage project that absorbs energy during periods of increased energy production and releases energy during peak demands for energy, the Project will have a positive effect on the peak and base period system demands for electricity.

Finally, the additional Project components would not conflict with or obstruct any state or local plan for renewable or energy efficiency. The Project components listed in Section 2.0 maintain the Project’s objective of ultimately assisting California in achieving or exceeding its Renewable Portfolio Standard and greenhouse gas (GHG) emission reduction goals by constructing a battery energy storage system (BESS) to store renewable energy.

3.8 Greenhouse Gases

An updated Air Quality and Greenhouse Gas Technical Report has been prepared and filed separately, providing a detailed updated analysis addressing the Project description updates and Data Requests. Changes to the GHG analysis results and conclusions are summarized below.

Construction of the additional Project components described in Section 2.0 will continue to result in less than significant impacts related to GHG emissions. Although the onsite and offsite emissions associated with the addition of the groundwater well and onsite water tank will increase the construction emissions resulting from the Project, the increase in overall amortized GHG emissions

from 104 to 196 metric tons of carbon dioxide equivalent will be less than the California Air Pollution Control Officers Association (CAPCOA) threshold of significance of 900 metric tons per year.

To address Data Request DR GHG-1, the Project Applicant has coordinated with the proposed vendor for the BESS enclosure chiller units to use R-513a refrigerant as an alternative to R-134a, which was originally proposed to be used. R-513a has a global warming potential of less than 750, and is therefore compliant with the “Prohibitions on Use of Certain Hydrofluorocarbons in Stationary Refrigeration, Stationary Air-conditioning and Other End-Uses” (California Code of Regulations, Title 17, Division 3, Chapter 1, Subchapter 10, Article 4, Subarticle 5). Potential R-513a emissions associated with equipment leakage are factored into the updated analysis and amortized emissions total provided above.

3.17 Transportation

Construction of the additional Project components described in Section 2.0 of this Addendum will result in negligible additional impacts to the transportation network relative to the Application. The updated Site Plan is depicted in Figure 2-1 of the Project Description Update and presents a second 24-foot-wide access road into to the BESS facility off of Byrnes Road (the Site Plan presented in the Application included only one driveway for the BESS facility off Byrnes Road). The updated construction workforce labor estimates, as described in Table 2.2-2 of the Project Description Update, and the revised daily truck trip estimates for the construction of the on-site water tank indicate that the peak of construction is now expected to occur in Month 9 (the Application construction assumptions previously indicated that peak construction occurred in Month 7).

The traffic analyses affected by the additional Project components are documented in this section and Appendices 3.17-A through 3.17-D. All study roadways and intersections will continue to operate within acceptable County and California Department of Transportation operations standards under Existing plus Project Conditions and the Cumulative plus Project conditions. Therefore, the overall findings of the transportation assessment included in the original Application still apply and the Project’s transportation impacts will be less than significant.

Updated Traffic Analyses

This section analyzes the transportation impacts resulting from these updates relative to the analysis included in the Application. Specifically, as a result of the updated construction workforce labor estimates, the following analyses were updated relative to the Application:

- 2024 Existing plus Project Intersection Operations
- 2024 Existing plus Project Roadway Segment Operations
- 2026 Cumulative plus Project Intersection Operations
- 2026 Cumulative plus Project Roadway Segment Operations
- Vehicle Miles Traveled Analysis

3.17.1 Impacts Analysis

Peak Construction Phase Trip Generation

The Project's vehicular trip generation analysis is based on data provided by the Project Applicant on the proposed construction activities. As previously defined in the Application, specific data used to estimate the Project trips include the anticipated construction schedule, maximum number of workers onsite during each construction phase, vendor trips, and truck haul trips required to complete each phase. The Project has a construction schedule of approximately 14 months (15 months including the optional groundwater well installation). Trip generation will vary depending on the specific phase and construction stage. The analyses presented herein represent the peak construction phase to present a conservative evaluation of the Project's transportation-related impacts.

As a result of the planned construction of additional Project components, the peak of construction is anticipated to shift from Month 7 to Month 9 and will include the construction of the BESS array, onsite water tank, Project substation, and generation tie (gen-tie) components.

Worker vehicle trips and truck haul trips are estimated separately as they represent distinct trip types. Worker vehicle trips and truck haul trips associated with BESS and Project substation installation were assigned to the Project site construction laydown yard on Byrnes Road. Worker vehicle trips and truck haul trips associated with gen-tie installation were assigned to the gen-tie laydown yard on Kilkenny Road. Updated Project trip generation calculations are provided within Appendix 3.17-A and are summarized in Table 3.17-1 (replaces Table 4.17-5 in the Application). For the purposes of the California Environmental Quality Act (CEQA), the updated values shown in Table 3.17-1 provide a conservative scenario in that they represent the peak of Project construction activities.

Table 3.17-1. Updated Peak Construction Trip Generation (Replaces Table 4.17-5 in Application)

Trip Type	Daily Trips ^{1/}	AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
BESS/Substation Worker	324	81	0	81	0	81	81
Gen-Tie Worker	144	36	0	36	0	36	36
BESS/Substation Truck	146	22	22	44	22	22	44
Gen-Tie Truck	118	18	18	36	18	18	36
TOTAL	732	157	40	197	40	157	197

Note:

Updates are shown in **bold text**.

1/ Assumes 89 BESS/substation construction workers and 40 gen-tie construction workers during peak construction. A 1.10 Vehicle occupancy rate is applied to workers. All workers leave/return for lunch in the middle of the day.

2/ 30% of daily truck trips assumed to occur during the morning and afternoon peak hours.

A comparison of the updated Project peak construction trip generation estimates to the trip generation estimates submitted in the Application is provided in Table 3.17-2. As shown in Table 3.17-2, the additional Project components are estimated to generate an additional 16 trips (entering and exiting) during the weekday morning peak hour and the weekday evening peak hour and 54 additional Project trips on typical weekday during peak construction activities. This nominal increase in Project-

related trips can be accommodated at the study area roadways and intersections as indicated by the updated traffic operations analyses presented in the following sections.

Table 3.17-2. Peak Construction Trip Generation Comparison

Trip Type	Original Application Trip Generation	Updated Addendum Trip Generation	Net Difference
Weekday Daily Trips			
Entering	339	366	+27
Exiting	<u>339</u>	<u>366</u>	<u>+27</u>
Total	678	732	+54
Weekday AM Peak Hour			
Entering	150	157	+7
Exiting	<u>31</u>	<u>40</u>	<u>+9</u>
Total	181	197	+16
Weekday PM Peak Hour			
Entering	31	40	+9
Exiting	<u>150</u>	<u>157</u>	<u>+7</u>
Total	181	197	+16

Note:

Updates are shown in **bold text**.

1/ Assumes 89 BESS/substation construction workers and 40 gen-tie construction workers during peak construction. A 1.10 Vehicle occupancy rate is applied to workers. All workers leave/return for lunch in the middle of the day.

2/ 30% of daily truck trips assumed to occur during the morning and afternoon peak hours.

Trip Distribution

The construction workforce trip distribution was updated to accommodate the second entrance driveway to the BESS facility. As previously defined in the Application, 70 percent of the total Project trips were assigned to the BESS facility site access road, and the remaining 30 percent were assigned to the substation access road. To accommodate the introduction of a second BESS facility site access road, 35 percent of Project trips are now assigned to the BESS facility via the northern BESS facility driveway while the remaining 35 percent will access the BESS facility via the southern BESS facility driveway.

The updated Project trip distribution patterns to and from the Project site within the study area are shown in Figure 3.17-1 (replaces Figure 4.17-6 in the Application). The updated trip distribution patterns were then applied to the trip generation estimates previously summarized in Table 3.17-1 herein. The resulting updated Project peak construction peak hour trip assignment is shown in Figure 3.17-2 (replaces Figure 4.17-8 in the Application).

3.17.1.1 2024 Existing Plus Project Conditions

Project trips shown in Figure 3.17-2 were added to the existing traffic volumes previously shown in the Application to estimate the Existing Plus Project traffic volumes. Figure 3.17-3 (replaces Figure 4.17-10 in the Application) shows the 2024 Existing Plus Project traffic volumes that were used to evaluate Existing Plus Project roadway and intersection operations.

2024 Existing plus Project Intersection Operations

Table 3.17-3 (replaces Table 4.17-8 in the Application) summarizes the Existing plus Project intersection Level of Service (LOS) at the study area intersections. As shown in Table 3.17-3, consistent with the results shown in the Application, all study area intersections are anticipated to operate well below capacity at acceptable LOS B or better during both peak hours with the temporary increase in Project construction traffic, consistent with Plan Policy TR-P5.2. Detailed Intersection LOS worksheets are provided in Appendix 3.17-B.

Table 3.17-3. Level of Service—Existing plus Project Conditions (Replaces Table 4.17-8 in Application)

No.	Intersection and Movement		AM Peak Hour				PM Peak Hour			
			V/C ^{2/}	Delay ^{3/}	LOS ^{4/}	95th Q ^{5/} (feet)	V/C	Delay	LOS	95th Q (feet)
3	Byrnes Road & Weber Road	NB	0.12	10.60	B	10.0	0.43	12.90	B	52.5
		EB Left	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB Through	0.01	7.80	A	0.0	0.01	7.50	A	0.0
		WB Left	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		WB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		SB	0.00	0.00	A	0.0	0.00	0.00	A	0.0
4	Byrnes Road & Kilkenny Road	NB Left	0.01	7.70	A	0.0	0.00	7.40	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.04	10.30	B	2.5	0.20	11.40	B	17.5
5	Byrnes Road & Site Driveway (Substation)	NB Left	0.00	7.60	A	0.0	0.00	0.00	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.01	9.80	A	0.0	0.04	9.80	A	2.5
6	Byrnes Road & Site Driveway (BESS-North)	NB Left	0.00	7.50	A	0.0	0.00	7.30	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.01	9.50	A	0.0	0.05	9.60	A	5.0
8	Byrnes Road & Site Driveway (BESS-South)	NB Left	0.00	7.40	A	0.0	0.00	7.30	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.01	9.30	A	0.0	0.05	9.40	A	2.5
7	Kilkenny Road & Gen-Tie laydown Yard	EB Left	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		SB	0.02	8.90	A	2.5	0.06	9.20	A	5.0
1	I-80 Westbound On-Ramp/Off-Ramp	WB Left	0.08	9.00	A	5.0	0.12	9.30	A	10.0
1	I-80 Westbound On-Ramp/Off-Ramp & North Meridian Road	NB	0.12	9.00	A	10.0	0.04	8.70	A	2.5
		WB Left	0.05	7.40	A	2.5	0.08	7.60	A	5.0
		WB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
2	Weber Road & North Meridian Road	NB Left	0.04	9.10	A	2.5	0.05	9.60	A	2.5
2	I-80 Eastbound On-Ramp/Off-Ramp & Weber Road	EB Left	0.02	7.30	A	2.5	0.03	7.70	A	2.5
		EB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		SB	0.23	11.20	B	22.5	0.08	10.20	B	7.5

Note: NB = Northbound; SB = Southbound; EB = eastbound; WB = westbound

1/ Updates are shown in **bold text**.

2/ Volume to Capacity Ratio

3/ Delay in seconds per vehicle

4/ Level of Service

5/ Vehicle queues measures in feet

2024 Existing plus Project Roadway Segment Operations

As shown in Table 3.17-4 (replaces Table 4.17-9 in the Application) and consistent with the results shown in the Application, the Existing plus Project roadway segment capacity analysis indicates that all the study area roadway segments will operate well below capacity at LOS B or better. Detailed Roadway Segment LOS worksheets are provided in Appendix 4.17-C.

Table 3.17-4. Roadway Segment Level of Service—Existing plus Project Conditions (Replaces Table 4.17-9)

No.	Segment	AM Peak Hour				PM Peak Hour			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS
1	Weber Road -West of Byrnes Road	2.4	B	0.8	A	1.1	A	2.5	B
2	Byrnes Road - South of Kilkenny Road	0.1	A	0.9	A	1.2	A	0.2	A

Note: TRB (2022) methodology

1/ Updates are shown in **bold text**.

3.17.1.2 2026 Cumulative plus Project Conditions

The 2026 Cumulative Plus Project (Peak Construction) conditions consist of Project-related traffic added to the 2026 Cumulative (Without Project) Conditions traffic volumes. Project trips shown in Figure 3.17-2 for peak construction activities were added to the 2026 Cumulative (Without Project) condition traffic volumes previously shown in the Application. The resulting 2026 Cumulative Plus Project traffic volumes are shown in Figure 3.17-4 (replaces Figure 4.17-13 in the Application).

2026 Cumulative plus Project Intersection Operations

As shown in Table 3.17-5 (replaces 4.17-14 in the Application), consistent with the results shown in the Application, study area intersections are anticipated to operate well below capacity at acceptable LOS B or better during both peak hours with the temporary increase in Project construction traffic, consistent with Plan Policy TR-P5.2. Detailed Intersection LOS worksheets are provided in Appendix 3.17-B.

Table 3.17-5. Level of Service—Cumulative plus Project Conditions (Replaces Table 4.17-14 in Application)

No.	Intersection & Movement		AM Peak Hour				PM Peak Hour			
			V/C ^{2/}	Delay ^{3/}	LOS ^{4/}	95th Q ^{5/} (feet)	V/C	Delay	LOS	95th Q (feet)
3	Byrnes Road & Weber Road	NB	0.13	11.40	B	12.5	0.48	14.60	B	65.0
		EB Left	0.01	7.40	A	0.0	0.01	7.30	A	0.0
		EB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		WB Left	0.01	7.80	A	0.0	0.01	7.50	A	0.0
		WB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		SB	0.02	9.00	A	2.5	0.03	9.70	A	2.5
4	Byrnes Road & Kilkenny Road	NB Left	0.01	7.70	A	0.0	0.00	7.40	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.04	10.30	B	2.5	0.20	11.40	B	17.5
5	Byrnes Road & Site Driveway (Substation)	NB Left	0.00	7.60	A	0.0	0.00	0.00	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.01	9.80	A	0.0	0.04	9.90	A	2.5
6	Byrnes Road & Site Driveway (BESS-North)	NB Left	0.00	7.50	A	0.0	0.00	7.30	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.01	9.50	A	0.0	0.05	9.70	A	5.0
8	Byrnes Road & Site Driveway (BESS-South)	NB Left	0.00	7.40	A	0.0	0.00	7.30	A	0.0
		NB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		EB	0.01	9.30	A	0.0	0.05	9.50	A	2.5
7	Kilkenny Road & Gen Tie laydown Yard	EB Left	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		SB	0.02	8.90	A	2.5	0.06	9.20	A	5.0
1	I-80 Westbound On-Ramp/Off-Ramp	WB Left	0.09	9.00	A	7.5	0.13	9.30	A	10.0
1	I-80 Westbound On-Ramp/Off-Ramp & North Meridian Road	NB	0.13	9.10	A	10.0	0.05	8.70	A	2.5
		WB Left	0.05	7.40	A	5.0	0.08	7.60	A	7.5
		WB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
2	Weber Road & North Meridian Road	NB Left	0.04	9.20	A	2.5	0.05	9.60	A	2.5
2	I-80 Eastbound On-Ramp/Off-Ramp & Weber Road	EB Left	0.02	7.40	A	2.5	0.03	7.70	A	2.5
		EB Through	0.00	0.00	A	0.0	0.00	0.00	A	0.0
		SB	0.25	11.50	B	25.0	0.10	10.50	B	7.5

Notes: NB = Northbound; SB = Southbound; EB = eastbound; WB = westbound

1/ Updates are shown in **bold text**.

2/ Volume to Capacity Ratio

3/ Delay in seconds per vehicle

4/ Level of Service

5/ Vehicle queues measures in feet

2026 Cumulative plus Project Roadway Segment Operations

As shown in Table 3.17-6 (replaces Table 4.17-15 in the Application), consistent with the results shown in the Application, the Cumulative plus Project roadway segment capacity analysis indicates that all the study area roadway segments will operate well below capacity at LOS B or better. Detailed Roadway Segment LOS worksheets are provided in Appendix 4.17-C.

Table 3-17.6 Roadway Segment Level of Service - Cumulative plus Project Conditions (Replaces Table 4.17-15 in Application)

No.	Segment	AM Peak Hour				PM Peak Hour			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS
1	Weber Road -West of Byrnes Road	2.7	B	1.0	A	1.4	A	2.8	B
2	Byrnes Road - South of Kilkenny Road	0.1	A	0.9	A	1.2	A	0.2	A

Note: TRB (2022) Methodology

1/ Updates are shown in **bold text**.

3.17.1.3 Vehicle Miles Traveled

As previously defined in the Application, per State CEQA Guidelines Section 15064.3(b)(3), a qualitative vehicle miles traveled (VMT) analysis of construction trips is appropriate, given that the construction-related trips and traffic volume are temporary and would cease after construction is completed; thus, they would not change transportation or traffic patterns in the long term.

During the 14-month construction phase (15 months including optional groundwater well installation) of the Project, workers and trucks would travel to and from the site daily. The location of the Site limits the opportunity to improve how workers reach the site. Carpooling will be recommended to the Project applicant as an effective method to reduce VMT in the region during construction. Few, if any, alternative means to reach the Project site are available. The ability to use public transit is limited by distance from the nearest transit stop to the site (2.3 miles). Additionally, Vacaville City Coach Route 4 runs on an hourly schedule on weekdays.

The effective construction workforce of a given city is proportional to the distance that city is from the Project site. Cities such as Vacaville, Dixon, Fairfield, and Davis offer shorter commutes and thus are more attractive to potential workers than cities such as Napa, Vallejo, and Sacramento. The average trip length for workers, haul trucks, and vendor trucks is expected to be 22.1 miles. As stated in Appendix 3.17-A, the Applicant has provided more detailed expected trip lengths for Import Fill Trips, Water Truck Trips, and Biomass Hauling Trips. During the revised peak construction period, the Project will generate a daily VMT of 10,814 vehicle-miles over 732 trips, which is a minor increase relative to the Application daily VMT estimate of 9,767 vehicle-miles over 678 trips. During peak construction, the daily worker VMT per capita is expected to be 45.7 miles. During peak construction,

the daily VMT per truck is expected to be 37.3 miles. Refer to Appendix 3.17-D for a more detailed summary.

Operations and maintenance activity trip generation will not change as a result of the Project Description changes and are expected to generate a less than significant transportation impact .

3.17.2 Mitigation Measures

The additional Project components do not warrant transportation mitigation measures, consistent with the findings of the original Application. The Project Applicant continues to commit to developing and implementing a construction traffic management plan prior to Project construction, as proposed in Project Design Measure TRANS-01 in the Application.

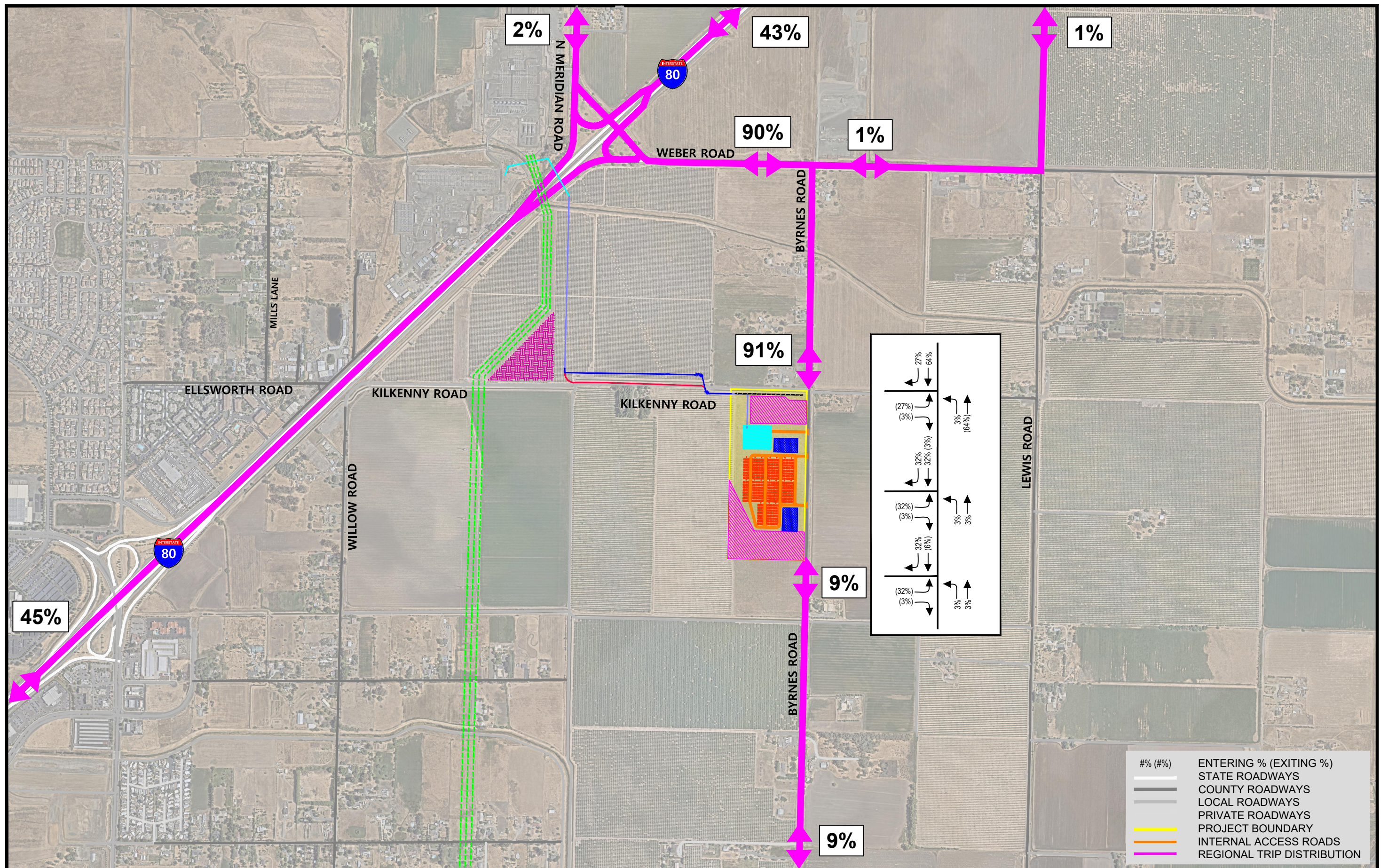
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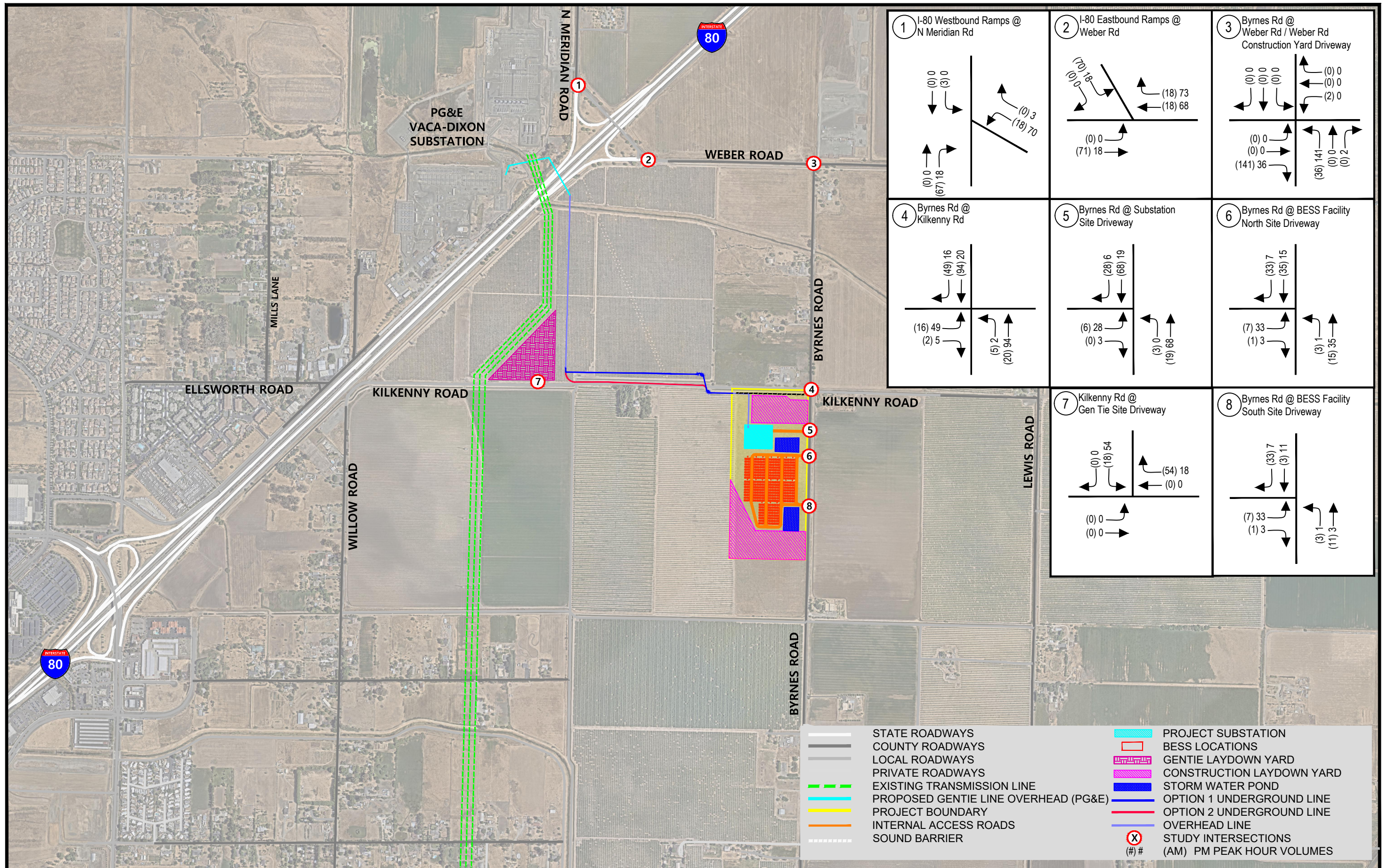
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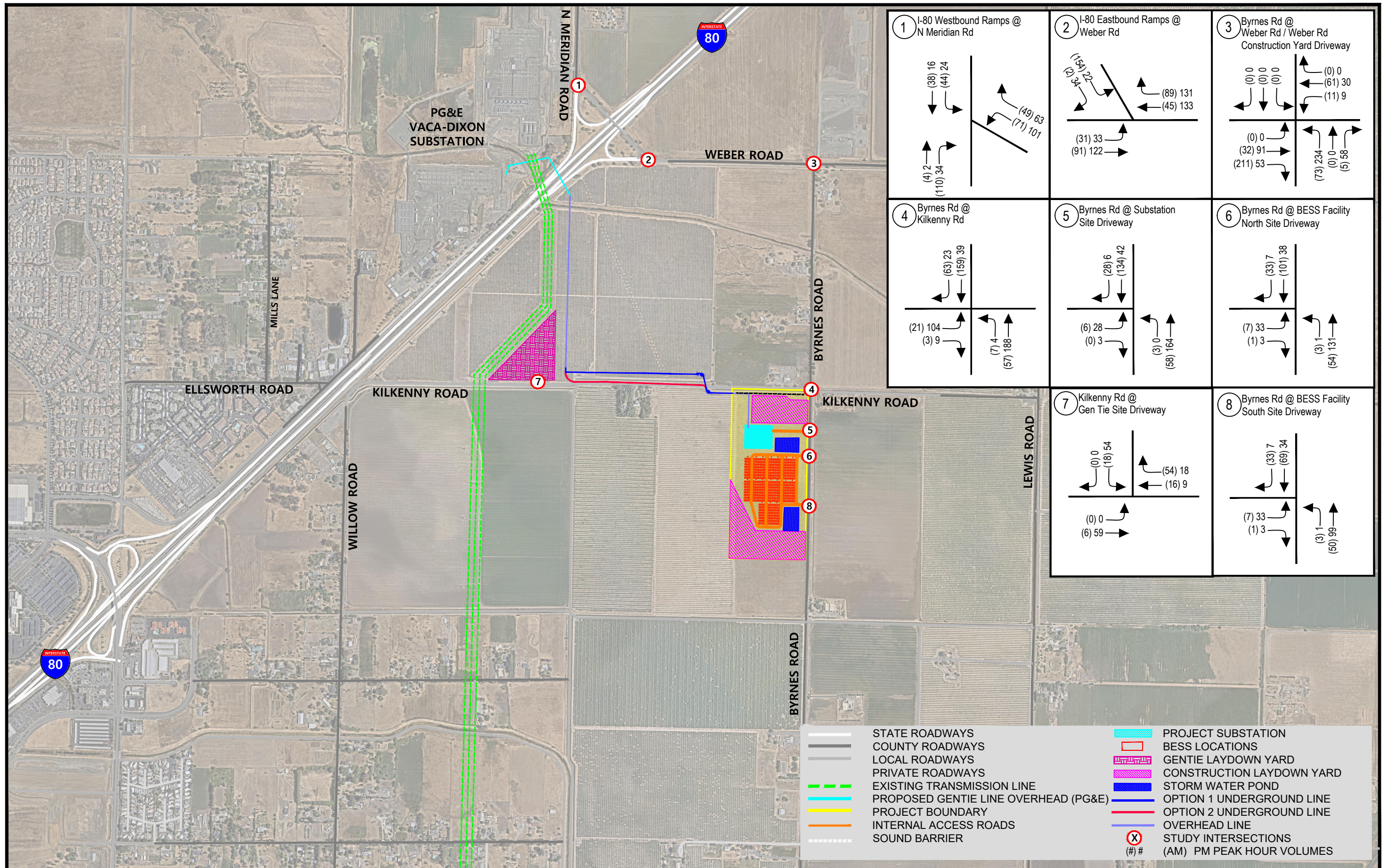
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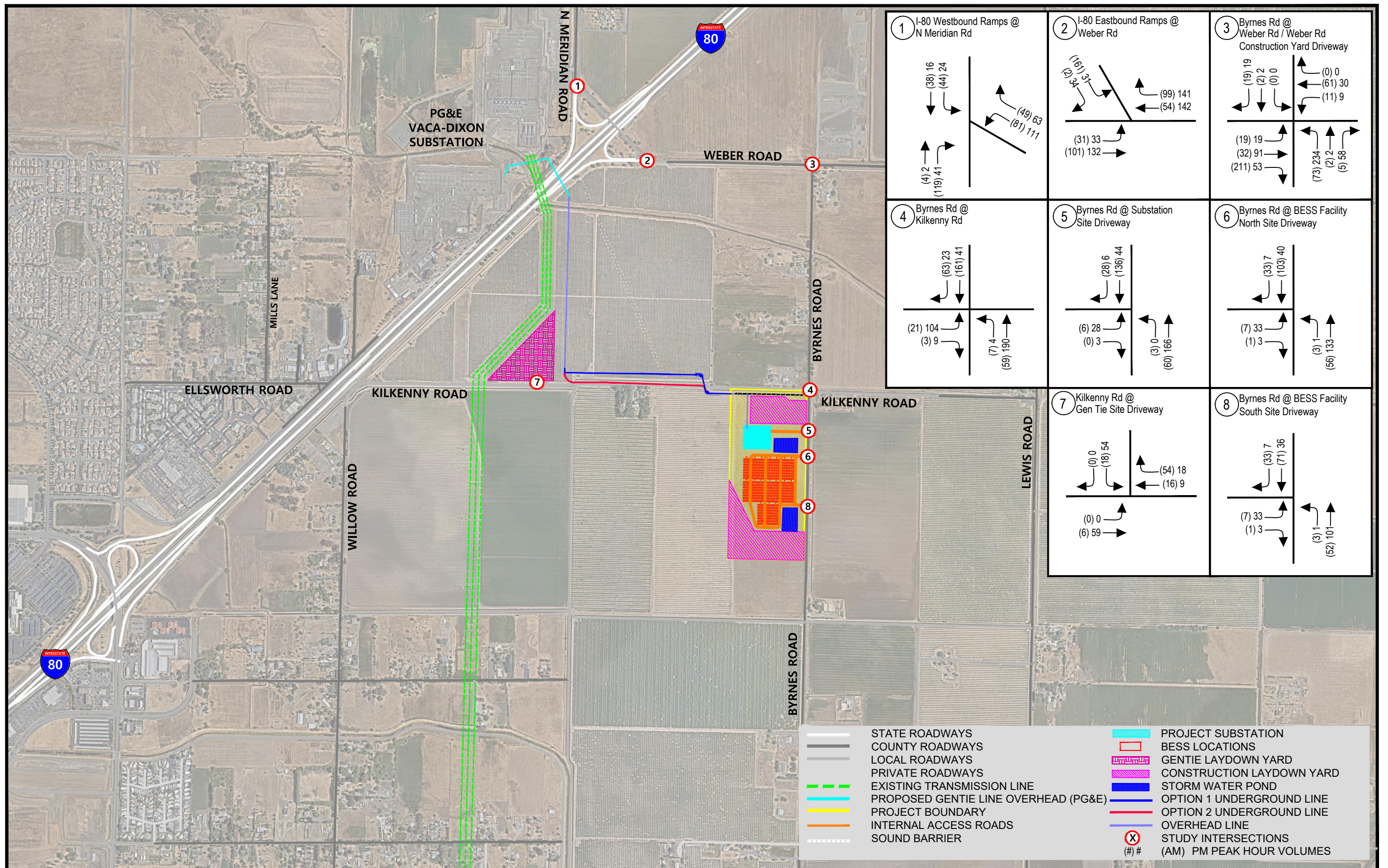
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FIGURES









APPENDIX 3.17-A: TRIP GENERATION CALCULATIONS

Corby Battery Energy Storage System Project
Daily Trip Generation by Month

Project Activity Sequence (Corby AQ)	Month 0	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
	Feb-26	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
GW Well Drilling/Testing/Equipment Install	Well Drill/Test/Install														
Site Preparation		Site Preparation													
Grading			Grading												
Battery/Container Installation				Battery/Container Installation											
Gen-tie Site Preparation (Orchard Removal)					Gen-tie Site Prep										
Substation Installation						Substation Installation									
Gen-tie Foundations, Tower Erection, and Underground Installation							Gen-tie Foundations, Tower Erection, and Underground Installation								
Gen-tie Stringing and Pulling								Gen-tie Stringing and Pulling							
Fire Water Loop, 300K-gal Tankage, Fire pump (14 weeks) Trip Gen reduced by 50% to account for 2 weeks of construction during Month 12.										Water Tank (14 weeks)					
Commissioning													Commissioning		
Project Total Workforce	4	12	49	52	61	71	78	131	115	129	126	123	106	80	64

Note: Construction Phasing by month provided by Project Applicant.

Corby Construction Timeline (300MW)															
	Month 0	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
GW Well Drilling/Testing/Equipment Installation	Construction												Commissioning		
Construction Laborer	1	1													
Equipment Operators	2	2													
Project Managers / Support	1	1													
Total BESS Workforce	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0

BESS															
Construction Laborer	0	4	12	12	14	16	16	16	16	16	16	32	24	24	24
Carpenters	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
Cement Finishers	0	0	0	0	2	2	2	4	0	0	0	0	0	0	0
Electricians	0	0	12	12	12	12	12	20	20	20	20	32	32	32	24
Equipment Operators	0	0	8	8	10	12	12	16	16	8	8	8	0	0	0
Pile Drivers	0	0	1	1	2	4	4	2	0	0	0	0	0	0	0
Rodmen / Ironworkers	0	0	8	8	8	8	8	4	0	0	0	0	0	0	0
Truck Drivers	0	0	0	0	1	1	2	3	3	3	1	1	0	0	0
Project Managers / Support	0	4	8	11	12	16	20	24	20	16	15	24	24	24	16
Total BESS Workforce	0	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	0	40	40	40	40	0	0	0	0

Fire Water Loop, 300K-gal Tankage, Fire pump											10	10	10	10	
Construction Laborer															
Cement Finishers											3	3	3	3	
Equipment Operators											3	3	3	3	
Plumbers											4	4	4	4	
Welders											2	2	2	2	
Electricians											1	1	1	1	
Project Managers / Support											3	3	3	3	
Total Water Tank Workforce											26	26	26	26	
Total Combined Monthly Workforce	4	12	49	52	61	71	78	131	115	129	126	123	106	80	64

One-Way Worker Trips per day

	Month 0	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															
GW Well Drilling Workers	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0
BESS Workers	0	14	90	94	110	130	142	166	136	114	110	176	146	146	116
Gen-Tie Workers	0	0	0	0	0	0	0	72	72	72	72	0	0	0	0
Fire Water Tank Workers	0	0	0	0	0	0	0	0	0	48	48	48	48	0	0
Total Commuting Worker Trips	8	22	90	94	110	130	142	238	208	234	230	224	194	146	116
Lunch Break Worker Trips															
GW Well Drilling Workers	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0
BESS Workers	0	14	90	94	110	130	142	166	136	114	110	176	146	146	116
Gen-Tie Workers	0	0	0	0	0	0	0	72	72	72	72	0	0	0	0
Fire Water Tank Workers	0	0	0	0	0	0	0	0	0	48	48	48	48	0	0
Total Lunch Break Worker Trips	8	22	90	94	110	130	142	238	208	234	230	224	194	146	116
Total Daily Worker Trips															
GW Well Drilling Workers	16	16	0	0	0	0	0	0	0	0	0	0	0	0	0
BESS Workers	0	28	180	188	220	260	284	332	272	228	220	352	292	292	232
Gen-Tie Workers	0	0	0	0	0	0	0	144	144	144	144	0	0	0	0
Fire Water Tank Workers	0	0	0	0	0	0	0	0	0	96	96	96	96	0	0
Total Daily Worker Trips	16	44	180	188	220	260	284	476	416	468	460	448	388	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															
	Month 0	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 GW Well Drilling Truck Trips	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Total BESS Truck Trips	0	36	178	212	212	130	130	130	130	130	60	0	60	60	60
Total Gen-tie Truck Trips	0	0	0	0	28	0	0	72	72	118	118	46	0	0	0
Total Fire Water Tank Truck Trips	0	0	0	0	0	0	0	0	0	16	16	16	8	0	0
Total Truck Trips	3	39	178	212	240	130	130	202	202	264	194	62	68	60	60
Note: Truck Activity per month provided by the Project Applicant. Quantity of trips estimated based on information provided by Project Applicant.															
Vendor Truck Trips	Month 0	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
GW Well Drilling/Testing/Equipment Install	0	0													
Site Preparation		8	8												
Grading			16	16	16										
Battery/Container Installation			30	30	0	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				
Gen-tie Stringing and Pulling										16	16	16			
Fire Water Loop, 300K-gal Tankage, Fire pump (14 weeks)										4	4	4	2		
Commissioning													40	40	40
GW Well Drilling Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bess Truck Trips	0	8	24	46	46	70	70	70	70	70	40	0	40	40	40
Gentie Truck Trips	0	0	0	0	0	0	0	16	16	32	32	16	0	0	0
Water Tank Truck Trips	0	0	0	0	0	0	0	0	0	4	4	4	2	0	0
	0	8	24	46	46	70	70	86	86	106	76	20	42	40	40
Hauling Truck Trips	Month 0	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
GW Well Drilling/Testing/Equipment Install	3	3													
Site Preparation		20	20	20	20										
Grading			20	20	20										
Battery/Container Installation			30	30	0	30	30	30	30	30					
Gen-tie Site Preparation (Orchard Removal)				0											
Substation Installation					20	20	20	20	20	20	20				
Gen-tie Foundations, Tower Erection, and Underground Installation								30	30	30	30				
Gen-tie Stringing and Pulling										20	20	20			
Fire Water Loop, 300K-gal Tankage, Fire pump (14 weeks)										8	8	8	4		
Commissioning													0	0	0
GW Well Drilling Truck Trips	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Bess Truck Trips	0	20	40	50	50	50	50	50	50	50	20	0	0	0	0
Gentie Truck Trips	0	0	0	0	0	0	0	30	30	50	50	20	0	0	0
Water Tank Truck Trips	0	0	0	0	0	0	0	0	0	8	8	8	4	0	0
	3	23	40	50	50	50	50	80	80	108	78	28	4	0	0
Onsite Truck Trips	Month 0	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
GW Well Drilling/Testing/Equipment Install	0	0													
Site Preparation		8	8												
Grading			40	40	40										
Battery/Container Installation			10	10	10	10	10	10	10	10					
Gen-tie Site Preparation (Orchard Removal)				2											
Substation Installation					0	0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation								10	10	10	10				
Gen-tie Stringing and Pulling										10	10	10			
Fire Water Loop, 300K-gal Tankage, Fire pump (14 weeks)										4	4	4	2		
Commissioning													20	20	20
GW Well Drilling Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bess Truck Trips	0	8	48	50	50	10	10	10	10	10	0	0	20	20	20
Gentie Truck Trips	0	0	0	0	2	0	0	10	10	20	20	10	0	0	0
Water Tank Truck Trips	0	0	0	0	0	0	0	0	0	4	4	4	2	0	0
	0	8	48	50	52	10	10	20	20	34	24	14	22	20	20
Import Fill Truck Trips	Month 0	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
GW Well Drilling/Testing/Equipment Install	0	0													
Site Preparation		0	0												
Grading			50	50	50										
Battery/Container Installation			0	0	0	0	0	0	0	0					
Gen-tie Site Preparation (Orchard Removal)				0											
Substation Installation					0	0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation								0	0	0	0				
Gen-tie Stringing and Pulling										0	0	0			
Fire Water Loop, 300K-gal Tankage, Fire pump (14 weeks)										0	0	0	0		
Commissioning													0	0	0
GW Well Drilling Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bess Truck Trips	0	0	50	50	50	0	0	0	0	0	0	0	0	0	0
Gentie Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Tank Truck Trips	0	0	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 0	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
GW Well Drilling/Testing/Equipment Install	0	0													
Site Preparation		0	0												
Grading			16	16	16	0	0	0	0	0					
Battery/Container Installation			0	0	0	0	0	0	0	0					
Gen-tie Site Preparation (Orchard Removal)				0											
Substation Installation					0	0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation								16	16	16	16				
Gen-tie Stringing and Pulling										0	0	0			
Fire Water Loop, 300K-gal Tankage, Fire pump (14 weeks)										0	0	0	0		
Commissioning													0	0	0
GW Well Drilling Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bess Truck Trips	0	0	16	16	16	0	0	0	0	0	0	0	0	0	0
Gentie Truck Trips	0	0	0	0	0	0	0	16	16	16	16	0	0	0	0
Water Tank Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	16	16	16	0	0	16	16	16	16	0	0	0	0
Hauling (biomass) Truck Trips	Month 0	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
GW Well Drilling/Testing/Equipment Install	0	0													
Site Preparation		0	0												
Grading			0	0	0										
Battery/Container Installation			0	0	0	0	0	0	0	0					
Gen-tie Site Preparation (Orchard Removal)				26											
Substation Installation					0	0	0	0	0	0	0				
Gen-tie Foundations, Tower Erection, and Underground Installation								0	0	0	0				
Gen-tie Stringing and Pulling										0	0	0			
Fire Water Loop, 300K-gal Tankage, Fire pump (14 weeks)										0	0	0	0		
Commissioning													0	0	0
GW Well Drilling Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bess Truck Trips	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Gentie Truck Trips	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0
Water Tank Truck Trips	0	0	0	0	0	0	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
GW Well Drilling & Testing		
Worker	8	Default
Hauling	2	Default
Phase - GW Well Equipment Installation		
Worker	8	Default
Hauling	1	Default
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 - Onsite Water Tank		
Worker	52	Default
Vendor	4	Default
Hauling	8	Default
Onsite Truck	4	1.25
Phase - Commissioning		
Worker	150	Default
Vendor	40	Default
Hauling	0	Default
Onsite Truck	20	1.25

APPENDIX 3.17-B: INTERSECTION LOS WORKSHEETS

HCM 6th TWSC
3: Byrnes Road & Weber Road

Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	32	211	11	61	0	73	0	5	0	0	0
Future Vol, veh/h	0	32	211	11	61	0	73	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	227	12	66	0	78	0	5	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	261	0	0	238	238	148	240	351	66
Stage 1	-	-	-	-	-	-	148	148	-	90	90	-
Stage 2	-	-	-	-	-	-	90	90	-	150	261	-
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	-	-	1315	-	-	721	666	904	718	577	1003
Stage 1	-	-	-	-	-	-	859	779	-	922	824	-
Stage 2	-	-	-	-	-	-	922	824	-	857	696	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1315	-	-	716	660	904	709	572	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	716	660	-	709	572	-
Stage 1	-	-	-	-	-	-	859	779	-	922	817	-
Stage 2	-	-	-	-	-	-	914	817	-	852	696	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.2			10.6			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	726	1549	-	-	1315	-	-	-				
HCM Lane V/C Ratio	0.116	-	-	-	0.009	-	-	-				
HCM Control Delay (s)	10.6	0	-	-	7.8	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-	-	-				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	3	7	57	159	63
Future Vol, veh/h	21	3	7	57	159	63
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	24	3	8	66	183	72
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	301	219	255	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	82	-	-	-	-	-
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	695	826	1322	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	691	826	1322	-	-	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1322	-	705	-	-	
HCM Lane V/C Ratio	0.006	-	0.039	-	-	
HCM Control Delay (s)	7.7	0	10.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

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

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	6	0	3	58	134	28
Future Vol, veh/h	6	0	3	58	134	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	7	0	3	63	146	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	230	161	176	0	-	0
Stage 1	161	-	-	-	-	-
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	758	884	1400	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	756	884	1400	-	-	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	954	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1400	-	756	-	-	
HCM Lane V/C Ratio	0.002	-	0.009	-	-	
HCM Control Delay (s)	7.6	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

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

Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	3	54	101	33
Future Vol, veh/h	7	1	3	54	101	33
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	8	1	3	59	110	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	193	128	146	0	-	0
Stage 1	128	-	-	-	-	-
Stage 2	65	-	-	-	-	-
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	796	922	1436	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	794	922	1436	-	-	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	958	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1436	-	808	-	-	
HCM Lane V/C Ratio	0.002	-	0.011	-	-	
HCM Control Delay (s)	7.5	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

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

Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	16	54	18	0
Future Vol, veh/h	0	6	16	54	18	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	59	20	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	54	47
Stage 1	-	-	-	-	47	-
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	1523	-	-	-	954	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	954	1022
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	1016	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.9		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1523	-	-	-	954	
HCM Lane V/C Ratio	-	-	-	-	0.021	
HCM Control Delay (s)	0	-	-	-	8.9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

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

Existing + Project 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	7	1	3	50	69	33
Future Vol, veh/h	7	1	3	50	69	33
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	8	1	3	54	75	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	153	93	111	0	-	0
Stage 1	93	-	-	-	-	-
Stage 2	60	-	-	-	-	-
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	964	1479	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	837	964	1479	-	-	-
Mov Cap-2 Maneuver	837	-	-	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1479	-	851	-	-	
HCM Lane V/C Ratio	0.002	-	0.01	-	-	
HCM Control Delay (s)	7.4	0	9.3	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

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

Existing + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	5.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	0	0	114	0	38
Future Vol, veh/h	71	0	0	114	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	74	0	0	119	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	0.076	-
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

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	71	49	4	110
Future Vol, veh/h	44	0	71	49	4	110
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	74	51	4	115
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	46	0	245	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	199	-
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	-	748	1029
Stage 1	-	0	-	-	982	-
Stage 2	-	0	-	-	839	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1575	-	712	1029
Mov Cap-2 Maneuver	-	-	-	-	712	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	799	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.4		9	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1013	-	1575	-		
HCM Lane V/C Ratio	0.117	-	0.047	-		
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

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	89	0	154
Future Vol, veh/h	31	0	0	89	0	154
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	100	0	173

Major/Minor	Minor2	Major1	
Conflicting Flow All	100	-	0
Stage 1	0	-	-
Stage 2	100	-	-
Critical Hdwy	6.4	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	-	-
Pot Cap-1 Maneuver	904	0	-
Stage 1	-	0	-
Stage 2	929	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	904	-	-
Mov Cap-2 Maneuver	904	-	-
Stage 1	-	-	-
Stage 2	929	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 904
HCM Lane V/C Ratio	- 0.039
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

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	91	45	0	152	2
Future Vol, veh/h	31	91	45	0	152	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	102	51	0	171	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	51	0	-	0	223	51
Stage 1	-	-	-	-	51	-
Stage 2	-	-	-	-	172	-
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	1568	-	-	0	770	1023
Stage 1	-	-	-	0	977	-
Stage 2	-	-	-	0	863	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1568	-	-	-	752	1023
Mov Cap-2 Maneuver	-	-	-	-	752	-
Stage 1	-	-	-	-	954	-
Stage 2	-	-	-	-	863	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.9	0		11.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1568	-	-	755		
HCM Lane V/C Ratio	0.022	-	-	0.229		
HCM Control Delay (s)	7.3	0	-	11.2		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	0.9		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	8.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	91	53	9	30	0	234	0	58	0	0	0
Future Vol, veh/h	0	91	53	9	30	0	234	0	58	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	61	10	34	0	269	0	67	0	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	166	0	0	190	190	136	223	220	34
Stage 1	-	-	-	-	-	-	136	136	-	54	54	-
Stage 2	-	-	-	-	-	-	54	54	-	169	166	-
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	-	-	1424	-	-	768	708	913	737	682	817
Stage 1	-	-	-	-	-	-	865	788	-	963	854	-
Stage 2	-	-	-	-	-	-	956	854	-	838	765	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1424	-	-	764	703	913	680	677	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	764	703	-	680	677	-
Stage 1	-	-	-	-	-	-	865	788	-	963	848	-
Stage 2	-	-	-	-	-	-	949	848	-	777	765	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.7			12.9			0		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	790	1591	-	-	1424	-	-	-				
HCM Lane V/C Ratio	0.425	-	-	-	0.007	-	-	-				
HCM Control Delay (s)	12.9	0	-	-	7.5	0	-	0				
HCM Lane LOS	B	A	-	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.1	0	-	-	0	-	-	-				

HCM 6th TWSC
4: Byrnes Road & Kilkenny Road

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	104	9	4	188	39	23
Future Vol, veh/h	104	9	4	188	39	23
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	127	11	5	229	48	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	301	62	76	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	239	-	-	-	-	-
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	691	942	1536	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	942	1536	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.4	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1536	-	703	-	-	
HCM Lane V/C Ratio	0.003	-	0.196	-	-	
HCM Control Delay (s)	7.4	0	11.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

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

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	0	164	42	6
Future Vol, veh/h	28	3	0	164	42	6
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	0	178	46	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	228	50	53	0	-	0
Stage 1	50	-	-	-	-	-
Stage 2	178	-	-	-	-	-
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	760	1018	1553	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	760	1018	1553	-	-	-
Mov Cap-2 Maneuver	760	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	853	-	-	-	-	-
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)	1553	-	779	-	-	
HCM Lane V/C Ratio	-	-	0.043	-	-	
HCM Control Delay (s)	0	-	9.8	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

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

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	3	1	131	38	7
Future Vol, veh/h	33	3	1	131	38	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	3	1	142	41	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	189	45	49	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	144	-	-	-	-	-
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	800	1025	1558	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	799	1025	1558	-	-	-
Mov Cap-2 Maneuver	799	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	883	-	-	-	-	-
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)	1558	-	814	-	-	
HCM Lane V/C Ratio	0.001	-	0.048	-	-	
HCM Control Delay (s)	7.3	0	9.6	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	9	18	54	0
Future Vol, veh/h	0	59	9	18	54	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	20	59	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	30	0	-	0	84	20
Stage 1	-	-	-	-	20	-
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	1583	-	-	-	918	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	918	1058
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	959	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1583	-	-	-	918	
HCM Lane V/C Ratio	-	-	-	-	0.064	
HCM Control Delay (s)	0	-	-	-	9.2	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

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

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	3	1	99	34	7
Future Vol, veh/h	33	3	1	99	34	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	3	1	108	37	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	151	41	45	0	-	0
Stage 1	41	-	-	-	-	-
Stage 2	110	-	-	-	-	-
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	841	1030	1563	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	840	1030	1563	-	-	-
Mov Cap-2 Maneuver	840	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.4	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1563	-	853	-	-	
HCM Lane V/C Ratio	0.001	-	0.046	-	-	
HCM Control Delay (s)	7.3	0	9.4	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

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

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	101	0	0	34	0	16
Future Vol, veh/h	101	0	0	34	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	112	0	0	38	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	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	958	-
HCM Lane V/C Ratio	0.117	-
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

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	4.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	24	0	101	63	2	32
Future Vol, veh/h	24	0	101	63	2	32
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	112	70	2	36
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	-	27	0	321	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	294	-
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	-	677	1054
Stage 1	-	0	-	-	1001	-
Stage 2	-	0	-	-	761	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1483	-	624	1054
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	701	-
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)	1013	-	1483	-		
HCM Lane V/C Ratio	0.037	-	0.076	-		
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

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	131	0	56
Future Vol, veh/h	33	0	0	131	0	56
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	146	0	62

Major/Minor	Minor2	Major1	
Conflicting Flow All	146	-	0
Stage 1	0	-	-
Stage 2	146	-	-
Critical Hdwy	6.52	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.52	-	-
Follow-up Hdwy	3.608	-	-
Pot Cap-1 Maneuver	823	0	-
Stage 1	-	0	-
Stage 2	857	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	823	-	-
Mov Cap-2 Maneuver	823	-	-
Stage 1	-	-	-
Stage 2	857	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 823
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

Existing + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	122	133	0	22	34
Future Vol, veh/h	33	122	133	0	22	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	136	148	0	24	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	148	0	-	0	358	148
Stage 1	-	-	-	-	148	-
Stage 2	-	-	-	-	210	-
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	1375	-	-	0	644	886
Stage 1	-	-	-	0	884	-
Stage 2	-	-	-	0	830	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1375	-	-	-	625	886
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	830	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.6	0		10.2		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1375	-	-	761		
HCM Lane V/C Ratio	0.027	-	-	0.082		
HCM Control Delay (s)	7.7	0	-	10.2		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	0.3		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	32	211	11	61	0	73	2	5	0	2	19
Future Vol, veh/h	19	32	211	11	61	0	73	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	227	12	66	0	78	2	5	0	2	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	66	0	0	261	0	0	289	278	148	281	391	66
Stage 1	-	-	-	-	-	-	188	188	-	90	90	-
Stage 2	-	-	-	-	-	-	101	90	-	191	301	-
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	-	-	1315	-	-	667	633	904	675	548	1003
Stage 1	-	-	-	-	-	-	818	748	-	922	824	-
Stage 2	-	-	-	-	-	-	910	824	-	815	669	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1549	-	-	1315	-	-	639	617	904	657	534	1003
Mov Cap-2 Maneuver	-	-	-	-	-	-	639	617	-	657	534	-
Stage 1	-	-	-	-	-	-	805	736	-	907	817	-
Stage 2	-	-	-	-	-	-	881	817	-	795	658	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.2			11.4			9		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	650	1549	-	-	1315	-	-	926				
HCM Lane V/C Ratio	0.132	0.013	-	-	0.009	-	-	0.024				
HCM Control Delay (s)	11.4	7.4	0	-	7.8	0	-	9				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.5	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	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	3	7	59	161	63
Future Vol, veh/h	21	3	7	59	161	63
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	24	3	8	68	185	72
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	305	221	257	0	-	0
Stage 1	221	-	-	-	-	-
Stage 2	84	-	-	-	-	-
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	691	824	1320	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	687	824	1320	-	-	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	816	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.3	0.8		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1320	-	702	-	-	
HCM Lane V/C Ratio	0.006	-	0.039	-	-	
HCM Control Delay (s)	7.7	0	10.3	-	-	
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	6	0	3	60	136	28
Future Vol, veh/h	6	0	3	60	136	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	7	0	3	65	148	30
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	234	163	178	0	-	0
Stage 1	163	-	-	-	-	-
Stage 2	71	-	-	-	-	-
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	754	882	1398	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	752	882	1398	-	-	-
Mov Cap-2 Maneuver	752	-	-	-	-	-
Stage 1	864	-	-	-	-	-
Stage 2	952	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1398	-	752	-	-	
HCM Lane V/C Ratio	0.002	-	0.009	-	-	
HCM Control Delay (s)	7.6	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

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

Corby BESS Cumulative + Project Conditions AM
Weekday Morning Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1	3	56	103	33
Future Vol, veh/h	7	1	3	56	103	33
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	8	1	3	61	112	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	197	130	148	0	-	0
Stage 1	130	-	-	-	-	-
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	792	920	1434	-	-	-
Stage 1	896	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	790	920	1434	-	-	-
Mov Cap-2 Maneuver	790	-	-	-	-	-
Stage 1	894	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1434	-	804	-	-	
HCM Lane V/C Ratio	0.002	-	0.011	-	-	
HCM Control Delay (s)	7.5	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

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	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	16	54	18	0
Future Vol, veh/h	0	6	16	54	18	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	59	20	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	76	0	-	0	54	47
Stage 1	-	-	-	-	47	-
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	1523	-	-	-	954	1022
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	1016	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1523	-	-	-	954	1022
Mov Cap-2 Maneuver	-	-	-	-	954	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	1016	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1523	-	-	-	954	
HCM Lane V/C Ratio	-	-	-	-	0.021	
HCM Control Delay (s)	0	-	-	-	8.9	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

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

Corby BESS Cumulative + Project 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	7	1	3	52	71	33
Future Vol, veh/h	7	1	3	52	71	33
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	8	1	3	57	77	36
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	158	95	113	0	-	0
Stage 1	95	-	-	-	-	-
Stage 2	63	-	-	-	-	-
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	833	962	1476	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	831	962	1476	-	-	-
Mov Cap-2 Maneuver	831	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	960	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0.4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1476	-	845	-	-	
HCM Lane V/C Ratio	0.002	-	0.01	-	-	
HCM Control Delay (s)	7.4	0	9.3	-	-	
HCM Lane LOS	A	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	6.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	81	0	0	123	0	38
Future Vol, veh/h	81	0	0	123	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	84	0	0	128	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	0.086	-				
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	5.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	44	0	81	49	4	119
Future Vol, veh/h	44	0	81	49	4	119
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	84	51	4	124
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	46	0	265	46
Stage 1	-	-	-	-	46	-
Stage 2	-	-	-	-	219	-
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	-	728	1029
Stage 1	-	0	-	-	982	-
Stage 2	-	0	-	-	822	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1575	-	688	1029
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	777	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.6		9.1	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1013	-	1575	-		
HCM Lane V/C Ratio	0.126	-	0.054	-		
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	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	0	0	99	0	163
Future Vol, veh/h	31	0	0	99	0	163
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	111	0	183
Major/Minor	Minor2	Major1				
Conflicting Flow All	111	-	-	0		
Stage 1	0	-	-	-		
Stage 2	111	-	-	-		
Critical Hdwy	6.4	-	-	-		
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	5.4	-	-	-		
Follow-up Hdwy	3.5	-	-	-		
Pot Cap-1 Maneuver	891	0	0	-		
Stage 1	-	0	0	-		
Stage 2	919	0	0	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	891	-	-	-		
Mov Cap-2 Maneuver	891	-	-	-		
Stage 1	-	-	-	-		
Stage 2	919	-	-	-		
Approach	EB	NB				
HCM Control Delay, s	9.2	0				
HCM LOS	A					
Minor Lane/Major Mvmt	NBT EBLn1					
Capacity (veh/h)	- 891					
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					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	31	101	54	0	161	2
Future Vol, veh/h	31	101	54	0	161	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	113	61	0	181	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	61	0	-	0	244	61
Stage 1	-	-	-	-	61	-
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	1555	-	-	0	749	1010
Stage 1	-	-	-	0	967	-
Stage 2	-	-	-	0	853	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1555	-	-	-	731	1010
Mov Cap-2 Maneuver	-	-	-	-	731	-
Stage 1	-	-	-	-	944	-
Stage 2	-	-	-	-	853	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.7	0		11.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1555	-	-	733		
HCM Lane V/C Ratio	0.022	-	-	0.25		
HCM Control Delay (s)	7.4	0	-	11.5		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	1		

HCM 6th TWSC
3: Byrnes Road & Weber Road

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection												
Int Delay, s/veh	9.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	91	53	9	30	0	234	2	58	0	2	19
Future Vol, veh/h	19	91	53	9	30	0	234	2	58	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	61	10	34	0	269	2	67	0	2	22
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	34	0	0	166	0	0	246	234	136	268	264	34
Stage 1	-	-	-	-	-	-	180	180	-	54	54	-
Stage 2	-	-	-	-	-	-	66	54	-	214	210	-
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	-	-	1424	-	-	706	670	913	689	645	817
Stage 1	-	-	-	-	-	-	819	754	-	963	854	-
Stage 2	-	-	-	-	-	-	942	854	-	793	732	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1591	-	-	1424	-	-	674	655	913	626	631	817
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	655	-	626	631	-
Stage 1	-	-	-	-	-	-	807	743	-	949	848	-
Stage 2	-	-	-	-	-	-	908	848	-	722	721	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			1.7			14.6			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	711	1591	-	-	1424	-	-	795				
HCM Lane V/C Ratio	0.475	0.014	-	-	0.007	-	-	0.03				
HCM Control Delay (s)	14.6	7.3	0	-	7.5	0	-	9.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	2.6	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	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	104	9	4	190	41	23
Future Vol, veh/h	104	9	4	190	41	23
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	127	11	5	232	50	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	306	64	78	0	-	0
Stage 1	64	-	-	-	-	-
Stage 2	242	-	-	-	-	-
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	686	939	1533	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	939	1533	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.4	0.2		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1533	-	698	-	-	
HCM Lane V/C Ratio	0.003	-	0.197	-	-	
HCM Control Delay (s)	7.4	0	11.4	-	-	
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	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	3	0	166	44	6
Future Vol, veh/h	28	3	0	166	44	6
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	0	180	48	7
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	232	52	55	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	180	-	-	-	-	-
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	756	1016	1550	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	756	1016	1550	-	-	-
Mov Cap-2 Maneuver	756	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	851	-	-	-	-	-
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)	1550	-	775	-	-	
HCM Lane V/C Ratio	-	-	0.043	-	-	
HCM Control Delay (s)	0	-	9.9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

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

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	3	1	133	40	7
Future Vol, veh/h	33	3	1	133	40	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	3	1	145	43	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	194	47	51	0	-	0
Stage 1	47	-	-	-	-	-
Stage 2	147	-	-	-	-	-
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	795	1022	1555	-	-	-
Stage 1	975	-	-	-	-	-
Stage 2	880	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	794	1022	1555	-	-	-
Mov Cap-2 Maneuver	794	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	880	-	-	-	-	-
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)	1555	-	809	-	-	
HCM Lane V/C Ratio	0.001	-	0.048	-	-	
HCM Control Delay (s)	7.3	0	9.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	59	9	18	54	0
Future Vol, veh/h	0	59	9	18	54	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	20	59	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	30	0	-	0	84	20
Stage 1	-	-	-	-	20	-
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	1583	-	-	-	918	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	959	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1583	-	-	-	918	1058
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	959	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		9.2		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1583	-	-	-	918	
HCM Lane V/C Ratio	-	-	-	-	0.064	
HCM Control Delay (s)	0	-	-	-	9.2	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.2	

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

Corby BESS Cumulative + Project Conditions PM
Weekday Evening Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	3	1	101	36	7
Future Vol, veh/h	33	3	1	101	36	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	3	1	110	39	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	155	43	47	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	112	-	-	-	-	-
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	836	1027	1560	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	835	1027	1560	-	-	-
Mov Cap-2 Maneuver	835	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	913	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.5	0.1		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1560	-	848	-	-	
HCM Lane V/C Ratio	0.001	-	0.046	-	-	
HCM Control Delay (s)	7.3	0	9.5	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

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	111	0	0	43	0	16
Future Vol, veh/h	111	0	0	43	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	123	0	0	48	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	0.129	-				
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	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	24	0	111	63	2	41
Future Vol, veh/h	24	0	111	63	2	41
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	123	70	2	46
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	-	27	0	343	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	316	-
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	-	657	1054
Stage 1	-	0	-	-	1001	-
Stage 2	-	0	-	-	744	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	1483	-	600	1054
Mov Cap-2 Maneuver	-	-	-	-	600	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	680	-
Approach	EB	WB		NB		
HCM Control Delay, s	0	4.9		8.7		
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	WBL	WBT		
Capacity (veh/h)	1018	-	1483	-		
HCM Lane V/C Ratio	0.047	-	0.083	-		
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	141	0	65
Future Vol, veh/h	33	0	0	141	0	65
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	157	0	72

Major/Minor	Minor2	Major1	
Conflicting Flow All	157	-	0
Stage 1	0	-	-
Stage 2	157	-	-
Critical Hdwy	6.52	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	5.52	-	-
Follow-up Hdwy	3.608	-	-
Pot Cap-1 Maneuver	811	0	-
Stage 1	-	0	-
Stage 2	848	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	811	-	-
Mov Cap-2 Maneuver	811	-	-
Stage 1	-	-	-
Stage 2	848	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1
Capacity (veh/h)	- 811
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	132	142	0	31	34
Future Vol, veh/h	33	132	142	0	31	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	147	158	0	34	38
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	158	0	-	0	379	158
Stage 1	-	-	-	-	158	-
Stage 2	-	-	-	-	221	-
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	1363	-	-	0	627	874
Stage 1	-	-	-	0	875	-
Stage 2	-	-	-	0	821	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1363	-	-	-	608	874
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	821	-
Approach	EB	WB		SB		
HCM Control Delay, s	1.5	0		10.5		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1		
Capacity (veh/h)	1363	-	-	723		
HCM Lane V/C Ratio	0.027	-	-	0.1		
HCM Control Delay (s)	7.7	0	-	10.5		
HCM Lane LOS	A	A	-	B		
HCM 95th %tile Q(veh)	0.1	-	-	0.3		

APPENDIX 3.17-C: ROADWAY SEGMENT LOS WORKSHEETS

HCS Two-Lane Highway Report

Project Information					
Analyst	James Vorosmarti	Date	4/17/2025		
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	65	Opposing Demand Flow Rate, veh/h	165		
Peak Hour Factor	0.98	Total Trucks, %	36.00		
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)	4.35698	Speed Power Coefficient (p)	0.54966		
PF Slope Coefficient (m)	-1.20296	PF Power Coefficient (p)	0.81549		
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, %	12.2		
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

Project Information

Analyst	James Vorosmarti	Date	4/17/2025
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	195	Opposing Demand Flow Rate, veh/h	77
Peak Hour Factor	0.83	Total Trucks, %	17.00
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)	4.31472	Speed Power Coefficient (p)	0.58532
PF Slope Coefficient (m)	-1.16960	PF Power Coefficient (p)	0.82521
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, %	26.2
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

Project Information

Analyst	James Vorosmarti	Date	4/17/2025
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	279	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	20.00
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)	-1.35958	PF Power Coefficient (p)	0.73838
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.4
%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	-	-	48.7

Vehicle Results

Average Speed, mi/h	48.7	Percent Followers, %	41.1
Segment Travel Time, minutes	1.23	Adj. Follower Density, followers/mi/ln	2.4
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	61	0.06	2.4	B

HCS Two-Lane Highway Report

Project Information

Analyst	James Vorosmarti	Date	4/17/2025
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	140	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.96	Total Trucks, %	50.00
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)	-1.37089	PF Power Coefficient (p)	0.73331
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	-	-	46.8

Vehicle Results

Average Speed, mi/h	46.8	Percent Followers, %	27.6
Segment Travel Time, minutes	1.28	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	34	0.02	0.8	A

HCS Two-Lane Highway Report

Project Information					
Analyst	James Vorosmarti	Date	4/17/2025		
Agency	Tetra Tech	Analysis Year	2026		
Jurisdiction	Solano County	Time Analyzed	2026 Cumulative+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	67	Opposing Demand Flow Rate, veh/h	167		
Peak Hour Factor	0.98	Total Trucks, %	38.00		
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)	4.35780	Speed Power Coefficient (p)	0.54900		
PF Slope Coefficient (m)	-1.20331	PF Power Coefficient (p)	0.81562		
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, %	12.5		
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	17	0.00	0.1	A	

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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	198	Opposing Demand Flow Rate, veh/h	80
Peak Hour Factor	0.83	Total Trucks, %	18.00
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)	4.31614	Speed Power Coefficient (p)	0.58406
PF Slope Coefficient (m)	-1.17059	PF Power Coefficient (p)	0.82503
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, %	26.4
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

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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	301	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	26.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

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	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	-	-	48.6

Vehicle Results

Average Speed, mi/h	48.6	Percent Followers, %	42.9
Segment Travel Time, minutes	1.23	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	66	0.06	2.7	B

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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	159	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.96	Total Trucks, %	56.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

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)	-1.37013	PF Power Coefficient (p)	0.73417
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	-	-	46.6

Vehicle Results

Average Speed, mi/h	46.6	Percent Followers, %	29.9
Segment Travel Time, minutes	1.29	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	38	0.02	1.0	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	59.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	231	Opposing Demand Flow Rate, veh/h	58
Peak Hour Factor	0.83	Total Trucks, %	13.00
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)	4.30253	Speed Power Coefficient (p)	0.59636
PF Slope Coefficient (m)	-1.16452	PF Power Coefficient (p)	0.82461
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

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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	87	Opposing Demand Flow Rate, veh/h	349
Peak Hour Factor	0.55	Total Trucks, %	50.00
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)	4.41738	Speed Power Coefficient (p)	0.50564
PF Slope Coefficient (m)	-1.23439	PF Power Coefficient (p)	0.80769
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, %	15.8
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

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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	178	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	34.00
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)	-1.35784	PF Power Coefficient (p)	0.74039
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.1
%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	-	-	49.4

Vehicle Results

Average Speed, mi/h	49.4	Percent Followers, %	31.5
Segment Travel Time, minutes	1.21	Adj. Follower Density, followers/mi/ln	1.1
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	36	0.02	1.1	A

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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	278	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	28.00
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)	-1.37365	PF Power Coefficient (p)	0.73018
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	-	-	45.7

Vehicle Results

Average Speed, mi/h	45.7	Percent Followers, %	41.7
Segment Travel Time, minutes	1.31	Adj. Follower Density, followers/mi/ln	2.5
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	66	0.07	2.5	B

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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	234	Opposing Demand Flow Rate, veh/h	60		
Peak Hour Factor	0.83	Total Trucks, %	14.00		
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)	4.30416	Speed Power Coefficient (p)	0.59487		
PF Slope Coefficient (m)	-1.16572	PF Power Coefficient (p)	0.82436		
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, %	29.7		
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	49	0.02	1.2	A	

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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	91	Opposing Demand Flow Rate, veh/h	353
Peak Hour Factor	0.55	Total Trucks, %	52.00
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)	4.41838	Speed Power Coefficient (p)	0.50497
PF Slope Coefficient (m)	-1.23472	PF Power Coefficient (p)	0.80779
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, %	16.3
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	13	0.00	0.2	A

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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	201	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	42.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.12

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)	-1.35685	PF Power Coefficient (p)	0.74153
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.4
%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	-	-	49.2

Vehicle Results

Average Speed, mi/h	49.2	Percent Followers, %	33.8
Segment Travel Time, minutes	1.22	Adj. Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	41	0.03	1.4	A

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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	298	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	33.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

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)	-1.37302	PF Power Coefficient (p)	0.73089
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.8
%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	-	-	45.6

Vehicle Results

Average Speed, mi/h	45.6	Percent Followers, %	43.3
Segment Travel Time, minutes	1.31	Adj. Follower Density, followers/mi/ln	2.8
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	71	0.08	2.8	B

APPENDIX 3.17-D: DAILY VMT SUMMARY

Corby Battery Energy Storage System Project

Total Project Vehicle Miles Traveled Summary

	Month 0	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
	Feb-26	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	20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Workforce	4	12	49	52	61	71	78	131	115	129	126	123	106	80	64	
Average Daily Total Worker VMT	189	560	2247	2357	2776	3283	3537	5955	5201	5890	5762	5611	4845	3647	2914	
Daily Worker VMT per Capita	47.3	46.7	45.9	45.3	45.5	46.2	45.3	45.5	45.2	45.7	45.7	45.6	45.7	45.6	45.5	
Average Monthly Total Worker VMT	3,780	12,880	51,681	49,497	61,072	72,226	77,814	131,010	109,221	117,800	126,764	112,220	101,745	87,528	64,108	1,179,346
Average Daily Trucks on Site	2	20	89	106	120	65	65	101	101	132	97	31	34	30	30	
Average Daily Total Truck VMT	52	676	4075	4766	6568	2625	2625	3812	3812	4924	3565	1058	1013	897	897	
Daily VMT per Truck	26.0	33.8	45.8	45.0	54.7	40.4	40.4	37.7	37.7	37.3	36.8	34.1	29.8	29.9	29.9	
Average Monthly Total Truck VMT	1,040	15,548	93,725	100,076	144,496	57,739	57,739	83,864	80,052	98,470	78,430	21,150	21,263	21,528	19,734	894,853
Average Daily Total Combined VMT	241	1,236	6,322	7,123	9,344	5,908	6,162	9,767	9,013	10,814	9,327	6,669	5,858	4,544	3,811	
Average Monthly Total Combined VMT	4,820	28,428	145,406	149,573	205,568	129,965	135,553	214,874	189,273	216,270	205,194	133,370	123,008	109,056	83,842	2,074,199

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 0	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
			Feb-26	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			20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Workforce Commuting Trips			8	22	90	94	110	130	142	238	208	234	230	224	194	146	116	
Town/City	Distance to Site (miles)	Worker Population Residency																
Vacaville, California	7	15.46%	2	3	14	15	16	19	22	37	32	36	36	35	31	23	18	
Dixon, California	7	3.19%	0	1	3	3	4	4	5	8	7	7	7	7	6	5	4	
Fairfield, California	15	13.26%	1	3	12	12	14	17	19	32	28	31	30	30	26	19	15	
Cordelia, California	20	5.00%	0	1	5	5	6	7	7	12	10	12	12	11	10	7	6	
Napa, California	34	4.32%	0	1	4	4	5	6	6	10	9	10	10	10	8	6	5	
Vallejo, California	31	13.57%	1	3	12	13	15	18	19	32	28	32	31	30	26	20	16	
Rodeo, California	36	0.71%	0	0	1	1	1	1	1	2	1	2	2	2	1	1	1	
Davis, California	15	8.93%	1	2	8	8	10	12	13	21	19	21	21	20	17	13	10	
Sacramento, California	30	26.02%	3	6	23	25	27	33	36	61	54	61	60	58	50	38	29	
Woodland, California	24	6.14%	0	1	6	6	7	8	9	15	13	14	14	14	12	9	7	
Rio Vista, California	27	0.52%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
Esparto, California	30	0.52%	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	
Concord, California	40	2.36%	0	1	2	2	3	3	3	6	5	6	5	5	5	3	3	
Weighted Average Trip Length	22.1	100.00%																
Average Daily Worker Commuting VMT			165	494	1,977	2,075	2,446	2,893	3,111	5,241	4,577	5,188	5,072	4,939	4,263	3,209	2,566	
Average Monthly Worker Commuting VMT			3,300	11,362	45,471	43,575	53,812	63,646	68,442	115,302	96,117	103,760	111,584	98,780	89,523	77,016	56,452	1,038,142

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 0	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
			Feb-26	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			20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Workforce Lunch Break Trips			8	22	90	94	110	130	142	238	208	234	230	224	194	146	116	
Town/City	Distance to Site (miles)	Worker Route Assignment																
Local Roadways	3	100.00%	8	22	90	94	110	130	142	238	208	234	230	224	194	146	116	
Average Trip Length	3.0	100.00%																
Average Daily Worker Lunch Break VMT			24	66	270	282	330	390	426	714	624	702	690	672	582	438	348	
Average Monthly Worker Lunch Break VMT			480	1,518	6,210	5,922	7,260	8,580	9,372	15,708	13,104	14,040	15,180	13,440	12,222	10,512	7,656	141,204

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 0	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
			Feb-26	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			20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Vendor Truck Trips			0	8	24	46	46	70	70	86	86	106	76	20	42	40	40	
Town/City	Distance to Site (miles)	Truck Route Assignment																
Vacaville, California	7	15.46%	0	2	4	8	8	12	12	13	13	16	12	3	7	7	7	
Dixon, California	7	3.19%	0	0	1	1	1	2	2	3	3	3	2	1	1	1	1	
Fairfield, California	15	13.26%	0	1	3	6	6	9	9	11	11	14	10	3	6	5	5	
Cordelia, California	20	5.00%	0	0	1	2	2	4	4	4	4	5	4	1	2	2	2	
Napa, California	34	4.32%	0	0	1	2	2	3	3	4	4	5	3	1	2	2	2	
Vallejo, California	31	13.57%	0	1	3	6	6	9	9	12	12	14	10	3	6	5	5	
Rodeo, California	36	0.71%	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	
Davis, California	15	8.93%	0	1	2	4	4	6	6	8	8	9	7	2	4	4	4	
Sacramento, California	30	26.02%	0	3	7	13	13	19	19	23	23	27	20	5	11	11	11	
Woodland, California	24	6.14%	0	0	1	3	3	4	4	5	5	7	5	1	3	2	2	
Rio Vista, California	27	0.52%	0	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	0	1	0	0	0	0	0	
Concord, California	40	2.36%	0	0	1	1	1	2	2	2	2	3	2	0	0	1	1	
Weighted Average Trip Length	22.1	100.00%																
Average Daily Vendor Truck VMT			0	165	531	1,009	1,009	1,530	1,530	1,911	1,911	2,373	1,681	424	902	872	872	
Average Monthly Vendor Truck VMT			0	3,795	12,213	21,189	22,198	33,660	33,660	42,042	40,131	47,460	36,982	8,480	18,942	20,928	19,184	360,864

Corby Battery Energy Storage System Project Hauling Trucks Vehicle Miles Traveled																		
			Month 0	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
			Feb-26	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			20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Haul Truck Trips			3	23	40	50	50	50	50	80	80	108	78	28	4	0	0	
Town/City	Distance to Site (miles)	Truck Route Assignment																
Vacaville, California	7	15.46%	1	4	7	8	8	8	8	12	12	17	12	4	1	0	0	
Dixon, California	7	3.19%	0	1	1	2	2	2	2	3	3	3	2	1	0	0	0	
Fairfield, California	15	13.26%	1	3	5	7	7	7	7	11	11	14	10	4	1	0	0	
Cordelia, California	20	5.00%	0	1	2	3	3	3	3	4	4	5	4	1	0	0	0	
Napa, California	34	4.32%	0	1	2	2	2	2	2	3	3	5	3	1	0	0	0	
Vallejo, California	31	13.57%	0	3	5	7	7	7	7	11	11	15	11	4	1	0	0	
Rodeo, California	36	0.71%	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	
Davis, California	15	8.93%	0	2	4	4	4	4	4	7	7	10	7	3	0	0	0	
Sacramento, California	30	26.02%	1	6	11	13	13	13	13	21	21	26	21	7	1	0	0	
Woodland, California	24	6.14%	0	1	2	3	3	3	3	5	5	7	5	2	0	0	0	
Rio Vista, California	27	0.52%	0	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	0	1	0	0	0	0	0	
Concord, California	40	2.36%	0	1	1	1	1	1	1	2	2	3	2	1	0	0	0	
Weighted Average Trip Length	22.1	100.00%																
Average Daily Haul Truck VMT			52	501	872	1,082	1,082	1,082	1,082	1,764	1,764	2,396	1,742	616	83	0	0	
Average Monthly Haul Truck VMT			1,040	11,523	20,056	22,722	23,804	23,804	23,804	38,808	37,044	47,920	38,324	12,320	1,743	0	0	302,912

Corby Battery Energy Storage System Project Onsite Trucks Vehicle Miles Traveled																		
			Month 0	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
			Feb-26	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			20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily On-Site Truck Trips			0	8	48	50	52	10	10	20	20	34	24	14	22	20	20	
Town/City	Distance to Site (miles)	Truck Route Assignment																
Local Roadways	1.25	100.00%	0	8	48	50	52	10	10	20	20	34	24	14	22	20	20	
Average Trip Length	1.25	100.00%																
Average Daily On-Site Truck VMT			0	10	60	63	65	13	13	25	25	43	30	18	28	25	25	
Average Monthly On-Site Truck VMT			0	230	1,380	1,313	1,430	275	275	550	525	850	660	350	578	600	550	9,565

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 0	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
			Feb-26	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			20	23	23	21	22	22	22	21	20	22	20	21	24	22		
Average Daily Import Fill Truck Trips			0	0	50	50	50	0	0	0	0	0	0	0	0	0		
	Distance to Site (miles)	Truck Route Assignment																
	50	100.00%	0	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	0	2,500	2,500	2,500	0	0	0	0	0	0	0	0	0	0	
Average Monthly Import Fill Truck VMT			0	0	57,500	52,500	55,000	0	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 0	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
			Feb-26	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			20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Water Truck Trips			0	0	16	16	16	0	0	16	16	16	16	0	0	0	0	
	Distance to Site (miles)	Truck Route Assignment																
	7	100.00%	0	0	16	16	16	0	0	16	16	16	16	0	0	0	0	
Average Trip Length	7.0	100.00%																
Average Daily Water Truck VMT			0	0	112	112	112	0	0	112	112	112	112	0	0	0	0	
Average Monthly Water Truck VMT			0	0	2,576	2,352	2,464	0	0	2,464	2,352	2,240	2,464	0	0	0	0	16,912

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 0	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
			Feb-26	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			20	23	23	21	22	22	22	22	21	20	22	20	21	24	22	
Average Daily Hauling (Biomass) Truck Trips			0	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	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	0	1,800	0	0	0	0	0	0	0	0	0	0	
Average Monthly Hauling (Biomass) Truck VMT			0	0	0	0	39,600	0	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.