

Appendix H

Transportation Data

Local Transportation Analysis (LTA)

Natomas Arena Reuse Sacramento, California

FINAL

August 20, 2021

Prepared for:

City of Sacramento

Prepared by:

Kimley»»Horn

555 Capitol Mall, Suite 300
Sacramento, California 95814

Phone: (916) 858-5800



EXECUTIVE SUMMARY

This report documents the results of a local transportation analysis (LTA) completed for Natomas Arena Reuse project (the “proposed project” or “project”). Located in Sacramento, California, the project proposes to repurpose the former Arena site with multiple land uses that may include residential, office, commercial, entertainment, mixed-use, and a hospital with associated medical school. Full redevelopment of the site is assumed for existing and future conditions. The project site is located east of I-5, between Del Paso Road and Arena Boulevard, and between Truxel Road and East Commerce Way.

The purpose of this report was to complete two analyses and associated documentation; a Local Transportation Analysis (LTA) to assist the City with conditioning the Project specific to localized traffic access and circulation, and a CEQA transportation analysis based on Vehicle Miles Traveled (VMT), freeway on- and off-ramp queuing, basic freeway segments, pedestrian, bicycle, and transit impacts for use in an Environmental Impact Report (EIR) prepared by others. As the hospital only site plan is currently in the process of being refined, a future, separate analysis will address site specific items such as on-site throat depths, parking circulation, and recommended turn lane geometries at the hospital’s main access on Innovator Drive. As the analysis summarized in this report only focused on a macro-level analysis of the Innovation PUD, an additional operational analysis will be provided in the future that will focus on the hospital site plan in a more focused-level of detail that will be documented in a supplemental report.

This report documents the LTA analysis and a separate report will be submitted to the City which documents the CEQA transportation analysis for use in EIR. The purpose of this report is to identify appropriate improvements for identified deficiencies and to refine roadway network and intersection configurations for the cumulative scenario.

The remaining sections of this report document analysis methodologies, queuing analysis for the study intersections during the AM and the PM peak hours, roadway segment analysis, freeway basic sections analysis and the anticipated impact of the projects on the surrounding roadway network. This study was performed in accordance with the City of Sacramento’s traffic impact analysis guidelines, 2035 General Plan and the scope of work approved by the City.

The Queue length analysis during the peak hours includes evaluation of the following transportation facilities:

- 25 intersections + 8 future intersections within the vicinity of the Project
- 3 roadway segments
- 7 Basic Sections along I-5 (within the vicinity of the Project)
- 10 Basic Sections along I-80 (within the vicinity of the Project)

As agreed with the City of Sacramento, the LTA was conducted for the study facilities for the following scenarios:

- Existing (2021) Conditions
- Existing (2021) plus Proposed Project Conditions
- Cumulative (2040) Conditions
- Cumulative (2040) plus Proposed Project Conditions

Significant Findings

Roadway Segments

The addition of project traffic to the road network increases the daily traffic volumes along Del Paso Road (between I-5 Northbound Ramps and East Commerce Way) causes the roadway segment to operate at LOS E under Cumulative (2040) Plus Project Conditions. This segment operates at acceptable LOS D under

Cumulative (2040) No Project Conditions. This change in LOS is **considered as a deficiency caused by project traffic.**

Intersection Queuing

The addition of project trips under the Existing (2021) Plus Project and Cumulative (2040) Plus Project scenarios, either contributes to an existing queue length deficiency or creates a project induced queue length deficiency at several study intersections, causing the 95th percentile queues to increase beyond the available storage length. For those movements where a deficiency can be removed by retiming the signal, it is recommended that the Project applicant fund a signal timing study for distinct phases (i.e., final map) to address signal timing modifications required as a group rather than on a case-by-case basis.

The study intersections/movements with queue length deficiencies caused by project trips under the Existing (2021) Plus Project conditions is summarized below along with recommended improvements.

Existing (2021) Plus Project Conditions

# Int.	Movements where Project Trips Contribute to an Existing Queue Length Deficiency (Adding > 25 ft of Queuing)		Movements where Project Trips Create a new Queue Length Deficiency		Recommended Improvements
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
#4	Del Paso Road @ East Commerce Way				
	EBR			EBR, WBR, NBL	Reconfigure Signal Timings
#5	Del Paso Road @Town Center Drive				
	EBR	EBR	-	-	Extend storage length for EBR
#8	Del Paso Road @ Natomas Blvd. / Truxel Rd.				
	SBL	-	-	EBR	Extend storage length for EBR and SBL
#9	East Commerce Way @ West Entrance Road				
	-	-	-	-	Install Signal
#12	Truxel Rd. / East Entrance Road @ Terracina Dr				
	-	-	SBR	-	Extend storage length for SBR
#15	Arena Blvd. @ E. Commerce Way				
	EBL	-	-	-	Reconfigure Signal Timings
#17	Arena Blvd. / South Entrance Rd. @ Innovator Dr				
	-	-	WBR, NBR	EBR, WBR	Extend storage length for EBR, WBR and NBR
#18	Arena Blvd. @ Truxel Road				
	-	-	EBR, NBL, SBR	EBR	Extend storage length for EBR, NBL and SBR
#19	Truxel Road @ Gateway Park Blvd.				
	SBL	-	-	WBL, SBL	Reconfigure Signal Timings
#24	Truxel Road @ Prosper Road				
	-	-	NBL	-	Extend storage length for NBL
#106	Sports Parkway West @ West Entrance Road				
	-	-	NBL	-	Extend storage length for NBL
#108	Innovator Drive @ Main Entrance Road				
	SBL	-	-	-	Extend storage length for SBL

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

The table below summarizes all intersection movements with queue length deficiencies caused by project trips under the Cumulative (2040) Plus Project conditions, however, only improvements that are in addition to those identified for Existing (2021) Plus Project conditions are identified. It should be noted that all recommended improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place prior to Cumulative (2040) Plus Project conditions.

Cumulative (2040) Plus Proposed Project Conditions

# Int.	Project Trips Contributing to an Existing Queue Length Deficiency (Adding > 25 ft of Queuing)		Project Trips Creating a Queue Length Deficiency		Recommended Improvements
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
#4	Del Paso Road @ East Commerce Way				
	EBL	-	NBL	-	Reconfigure Signal Timings
#5	Del Paso Road @Town Center Drive				
	WBL	EBR	WBR	WBL	*Extend storage length for WBR *Add 2 nd WBL turn lane
#8	Del Paso Road @ Natomas Blvd. / Truxel Rd.				
	WBR, SBL	-	-	-	Extend storage length for WBR
#9	East Commerce Way @ West Entrance Road				
	EBL, SBR	NBL	SBL	SBL	
#10	East Commerce Way @ Main Entrance Road				
	-	-	-	NBL	*Add 2 nd NBL turn lane *Reconfigure Signal Timings
#12	Truxel Road / East Entrance Road @ Terracina Dr				
	-	-	-	SBR	
#17	Arena Blvd. / South Entrance Rd. @ Innovator Dr				
	-	-	WBR	WBR	
#18	Arena Blvd. @ Truxel Road				
	-	-	EBR, WBR	EBR	
#19	Truxel Road @ Gateway Park Blvd.				
	-	WBL, WBR, SBR	-	-	Reconfigure Signal Timings
#24	Truxel Road @ Prosper Road				
	-	-	-	-	Install Traffic Signal
#25	Truxel Road @ Prosper Road				
	NBL	-	-	-	
#105	Sports Parkway West @ Main Entrance Road				
	-	-	-	WBL	Extend storage length for WBL
#106	Sports Parkway West @ West Entrance Road				
	-	-	-	NBL	Extend storage length for NBL

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

Freeway Segments

There are no programmed freeway mainline improvements to increase freeway capacity. Freeway density as reported below is for informational purposes only to help in understanding the transportation characteristics of these facilities and to understand how freeway density may change as a result of Project development in the future.

- Northbound I-5 in Cumulative Plus Project Conditions is expected to operate at a density of 47.0 passenger cars per mile per lane. **This project induced deficiency is considered unavoidable.**

Signal Warrants

The following unsignalized study intersections were found to meet the peak-hour signal warrant:

- Intersection #6 Del Paso Road @ Via Ingoglia
- Intersection #7 Del Paso Road @ Five Star Way
- Intersection #9 East Commerce Way @ West Entrance Road (Future Snowy Egret Drive)
 - In a planned improvement this intersection was assumed to be signalized in Cumulative and Plus Project Conditions.
- Intersection #105 Sports Parkway West @ Main Entrance Road
- Intersection #108 Innovator Drive @ Main Entrance Road/Terracina Drive

In addition to the above, the following study intersections are recommended to be signalized, and analyzed as such, based on the City of Sacramento's pedestrian crossing treatment table:

- Intersection #101 Sports Parkway North @ Innovator Drive
- Intersection #102 Sports Parkway North @ Five Star Way
- Intersection #103 Sports Parkway East @ Terracina Drive
- Intersection #104 Sports Parkway South @ Innovator Drive
- Intersection #106 Sports Parkway West @ West Entrance Road
- Intersection #107 West Entrance Road @ Innovator Drive

As the Project's internal roadways are primarily designed to be 40 mph or greater, the City's guidelines recommend a signalized crossing for pedestrians at the above study intersections.

Internal Roadway Sizing

Based on this analysis the following roadway segments are not expected to be able to accommodate projected daily volumes:

- Innovator Drive between Terracina Drive and Sports Parkway South will exceed threshold volumes in Existing Plus Project conditions. However, as volumes redistribute into Cumulative Plus Project Conditions the roadway is expected to facilitate all daily traffic demands
- Innovator Drive between Sports Parkway South to Arena Boulevard will exceed threshold volumes in Existing Plus Project conditions. However, as volumes redistribute into Cumulative Plus Project Conditions the roadway is expected to facilitate all daily traffic demands
- Main Entrance Road between Sports Parkway West and Innovator Drive will exceed threshold volumes under both Existing Plus Project and Cumulative Plus Project conditions. Increasing the cross-section to 4-lanes would allow it to accommodate projected traffic demand.

Hospital Improvements

Below is a summary of the improvements needed prior to the completion of the construction of the hospital. The improvements are listed by their intersection number (where applicable), the movement (where applicable), and which analysis scenario the improvement is triggered.

Queues

- Intersection #4, Westbound Right, Existing (2021) plus Project
- Intersection #4, Eastbound Left, Cumulative (2040) plus Project
- Intersection #5, Westbound Left, Cumulative (2040) plus Project
- Intersection #18, Eastbound Right, Existing (2021) plus Project
- Intersection #18, Eastbound Right, Cumulative (2040) plus Project
- Intersection #18, Westbound Right, Cumulative (2040) plus Project
- Intersection #19, Westbound Right, Cumulative (2040) plus Project
- Intersection #19, Southbound Right, Cumulative (2040) plus Project

Roadway Segment

- Del Paso Road, I-5 Northbound Ramps to E Commerce Way, Cumulative (2040) plus Project

Signal Warrant

- Intersection #105, Existing (2021) plus Project
- Intersection #105, Cumulative (2040) plus Project

In addition to the above improvements, the following improvements should be constructed to accommodate pedestrians, bicyclists, transit, hospital operations such as pre-emption for emergency vehicles, and retail and university traffic when constructed:

- Construction of the full roadway improvements along Main Entrance Road between East Commerce Way and Innovator Drive as a 4-lane major collector. This includes the signalization of Intersections #10, #105, and #108. The segment currently exceeds the daily volume threshold for a two-lane roadway and the additional lanes are needed to assist with operational characteristics of a medical campus and university and for the benefit of emergency vehicle circulation. Finally, due to the transitions that would be needed for a two lane roadway with a 40 mph design speed, a relatively short two-lane section would emerge in the center, further supporting the need for a four-lane roadway.
- Construction of the full roadway improvements along Innovator Drive between Main Entrance Road and Arena Boulevard as a 4-lane major collector. This includes the signalization of Intersections #17, #104, and #108.

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
Trip Generation.....	1
Trip Distribution and Assignment.....	2
STUDY SCOPE AND METHODOLOGIES	10
Study Facilities	10
Assessment Scenarios.....	12
Analysis Methodology	14
Deficiency Criteria.....	15
ANALYSIS RESULTS	16
ROADWAY SEGMENT ANALYSIS RESULTS	23
QUEUING ANALYSIS RESULTS	23
FREEWAY ANALYSIS RESULTS	59
SIGNAL WARRANT RESULTS	63
INTERNAL ROADWAY EVALUATION	66
IMPACT TRIGGER ANALYSIS	67
HOSPITAL IMPROVEMENTS	69
CONCLUSIONS	70
APPENDICES	
Queue Length Report for Existing (2021) Conditions.....	Appendix A
Queue Length Report for Existing (2021) Plus Project Conditions	Appendix B
Queue Length Report for Cumulative (2040) Conditions.....	Appendix C
Queue Length Report for Cumulative (2040) Plus Project Conditions	Appendix D
Basic Freeway Sections Analysis	Appendix E
Traffic Signal Warrants Worksheets	Appendix F

LIST OF TABLES

Table 1 – Proposed Project Trip Generation 2

Table 2 – Study Intersections 10

Table 3 – Roadway Segments..... 12

Table 4 – Freeway Segments..... 12

Table 5 – Roadway Segment Level of Service Thresholds 14

Table 6 – Freeway Facility Level of Service Criteria 15

Table 7 – Roadway Segment Levels of Service 24

Table 8 – Del Paso Road @ El Centro Road (#1) Queuing Analysis Results 25

Table 9 – Del Paso Road @ East Commerce Way (#4) Queuing Analysis Results 26

Table 10 – Del Paso Road @ Town Center Drive (#5) Queuing Analysis Results 28

Table 11 – Del Paso Road @ Via Ingoglia (#6) Queuing Analysis Results..... 29

Table 12 – Del Paso Road @ Five Star Way (#7) Queuing Analysis Results 30

Table 13 – Del Paso Road @ Natomas Boulevard / Truxel Road (#8) Queuing Analysis Results 31

Table 14 – East Commerce Way @ West Entrance Road (#9) Queuing Analysis Results 33

Table 15 – East Commerce Way @ Main Entrance Road (#10) Queuing Analysis Results 34

Table 16 – East Commerce Way @ KSP Arena Driveway (#11) Queuing Analysis Results..... 35

Table 17 – Truxel Road @ East Entrance Road / Terracina Drive (#12) Queuing Analysis Results 36

Table 18 – Arena Boulevard @ E. Commerce Way (#15) Queuing Analysis Results..... 38

Table 19 – Arena Boulevard @ Sally Ride Way (#16) Queuing Analysis Results 39

Table 20 – Arena Boulevard @ South Entrance Road / Innovator Drive (#17) Queuing Analysis Results ... 40

Table 21 – Arena Boulevard @ Truxel Road (#18) Queuing Analysis Results 42

Table 22 – Truxel Road @ Gateway Park Boulevard (#19) Queuing Analysis Results..... 44

Table 23 – Prosper Road @ Innovator Drive (#24) Queuing Analysis Results 45

Table 24 – Truxel Road @ Prosper Road (#25) Queuing Analysis Results 46

Table 25 – Innovator Drive @ Sports Parkway North (#101) Queuing Analysis Results 47

Table 26 – Five Star Way @ Sports Parkway North / Sports Parkway East (#102) Queuing Analysis Results
 49

Table 27 – Sports Parkway East @ Terracina Drive (#103) Queuing Analysis Results 50

Table 28 – Innovator Drive @ Sports Parkway South (#104) Queuing Analysis Results 51

Table 29 – Sports Parkway West @ Main Entrance Road (#105) Queuing Analysis Results..... 52

Table 30 – Sports Parkway West @ West Entrance Road (#106) Queuing Analysis Results 54

Table 31 – Innovator Drive @ West Entrance Road (#107) Queuing Analysis Results 56

Table 32 – Innovator Drive @ Main Entrance Road (#108) Queuing Analysis Results 57

Table 33 – Interstate 5 Existing and Plus Project Conditions Freeway Segment Vehicle Densities 59

Table 34 – Interstate 80 Existing and Plus Project Conditions Freeway Segment Vehicle Densities 60

Table 35 – Interstate 5 Cumulative and Plus Project Conditions Freeway Segment Vehicle Densities 61

Table 36 – Interstate 80 Cumulative and Plus Project Conditions Freeway Segment Vehicle Densities 62

Table 37 – Existing Conditions Peak Hour Signal Warrant Summary..... 63

Table 38 – Existing Plus Project Conditions Peak Hour Signal Warrant Summary 64

Table 39 – Cumulative Conditions Peak Hour Signal Warrant Summary..... 65

Table 40 – Cumulative Plus Project Conditions Peak Hour Signal Warrant Summary 65

Table 41 – Internal Roadway Volumes and Operation 66

Table 42 – Existing (2021) plus Project Queuing Trigger Percentage 67

Table 43 – Cumulative (2040) plus Project Queuing Trigger Percentage 68

Table 44 – Roadway Segment Trigger Percentage 68

Table 45 – Signal Warrant Trigger Percentage 69

Table 46 – Internal Roadway Trigger Percentage..... 69

Table 47 – Hospital Trip Generated as a Percentage of Total Project Trips Generated 69

LIST OF FIGURES

Figure 1 – Project Vicinity Map.....	3
Figure 2 – Inbound AM Trip Distribution	4
Figure 3 – Inbound PM Trip Distribution	5
Figure 4 – Outbound AM Trip Distribution	6
Figure 5 – Outbound PM Trip Distribution	7
Figure 6 – Existing Project Trip Assignment.....	8
Figure 7 – Cumulative Project Trip Assignment.....	9
Figure 8 – Study Area Intersection and Roadway Segments	11
Figure 9 – Existing (2021) Lane Configuration	17
Figure 10 – Existing (2021) Peak Hour Traffic Volumes.....	18
Figure 11 – Existing (2021) Plus Project Peak Hour Traffic Volumes	19
Figure 12 – Cumulative (2040) Lane Configuration	20
Figure 13 – Cumulative (2040) Peak Hour Traffic Volumes	21
Figure 14 – Cumulative (2040) Plus Project Peak Hour Traffic Volumes	22

INTRODUCTION

The project applicant proposes to repurpose the Natomas Arena site with multiple land uses that may include residential, office, commercial, entertainment, mixed-use, and a hospital with associated medical school. Full redevelopment of the site is assumed for both existing and future conditions. The project site is located east of I-5, between Del Paso Road and Arena Boulevard, and between Truxel Road and East Commerce Way. A project vicinity map is shown in **Figure 1**. The purpose of this report is to document the findings of a Local Transportation Analysis (LTA) to assist the City with conditioning the Project specific to localized traffic access and circulation.

PROJECT DESCRIPTION

As described above, the Natomas Arena site (the “project”) is proposed to be redeveloped into the following mix of urban land-uses:

- Residential (dorm, single-family, multifamily, and senior housing)
- Hotel
- University/College Campus
- Hospital
- General Office Buildings
- Medical Office Buildings
- Retail/Commercial Spaces

Trip Generation

The number of trips anticipated to be generated by Project was approximated using data included in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE). The following ITE land use codes were used in this assessment:

- Code 210 (Single-Family Detached Housing)
- Code 221 (Multifamily Housing, Mid-Rise): 20 – 30 units per acre
- Code 222 (Multifamily Housing, High-Rise): 80 units per acre
- Code 252 (Senior Adult Housing-Attached): active senior residential
- Code 310 (Hotel)
- Code 550 (University/College): education portion of the medical campus
- Code 610 (Hospital)
- Code 710 (General Office Building)
- Code 720 (Medical-Dental Office Building)
- Code 820 (Shopping Center): retail and commercial uses

In addition to the trip generation rates for the land uses listed above, a dormitory specific trip generation rate provided by the Client¹ was used to characterize the proposed dorm room housing.

The trips anticipated to be generated by the project are presented in **Table 1**. As shown in **Table 1**, the project is estimated to generate 68,195 daily trips, with 3,692 trips occurring during the AM peak-hour, and 5,075 trips occurring during the PM peak-hour. This total is consistent with previous analyses completed for the Project. When analyzed in 2019², the Project was estimated to produce 48,900 daily trips with 3,547 occurring in the AM peak-hour and 3,949 occurring in the PM peak-hour. However, Parcel D was estimated to only include residential uses and now includes the medical campus. When this campus was analyzed at

¹ California Northstate University, *Draft Transportation Analysis Report*, Fehr & Peers, July 14, 2020.

² *Natomas Arena Reuse Planned Unit Development Administrative Draft Environmental Impact Report Section 4.9 Transportation and Circulation*, DKS, June 2019.

a proposed site in Elk Grove¹, it was estimated to produce 21,106 daily trips with 1,422 occurring in the AM peak-hour and 1,495 occurring in the PM peak-hour. Both previous analyses assumed land uses that are less intense than what is currently proposed for the site thus the increased trip generation totals shown in **Table 1** are justified by this increase in development density.

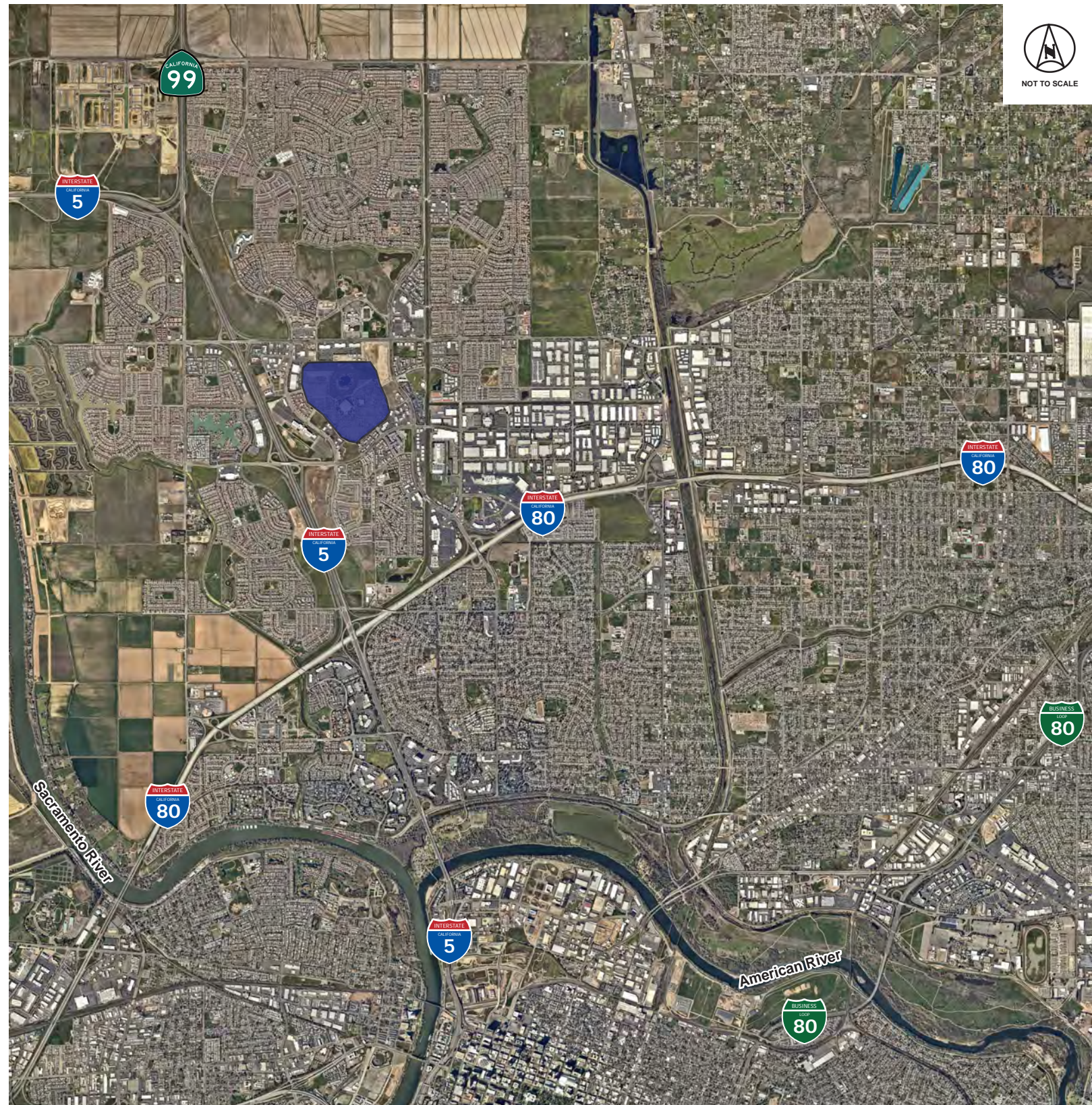
Table 1 – Proposed Project Trip Generation

ITE Land Use	ITE Land Use Code	Project Size	Daily Trips	AM Peak-Hour			PM Peak-Hour			
				Total Trips	IN	OUT	Total Trips	IN	OUT	
Total Trips										
Single-Family Detached Housing	210	307	Dwelling Unit(s)	2,920	223	56	167	298	188	110
Multifamily Housing (Mid-Rise)	221	687	Dwelling Unit(s)	3,744	226	59	167	282	172	110
Multifamily Housing (High-Rise)	222	1480	Dwelling Unit(s)	6,044	427	103	324	512	312	200
Senior Adult Housing-Attached	252	100	Dwelling Unit(s)	378	20	7	13	26	14	12
Hotel	310	78	Rooms	454	34	20	14	32	17	15
University / College	550	641	1,000 Sq Ft GLA	16,692	699	538	161	750	240	510
Hospital	610	400	Bed(s)	8,928	736	530	206	756	212	544
General Office Building	710	365.9	1,000 Sq Ft GLA	3,736	370	319	51	390	62	328
Medical-Dental Office Building	720	590	1,000 Sq Ft GLA	22,582	1,084	845	239	2,002	561	1,441
Shopping Center	820	342.4	1,000 Sq Ft GLA	13,884	323	200	123	1,351	648	703
Residential	Note 1	500	Dwelling Unit(s)	1,055	35	15	20	80	40	40
Gross Trips Generated				80,417	4,177	2,692	1,485	6480	2,466	4,014
Internal Capture Trips										
Single-Family Detached Housing	210	307	Dwelling Unit(s)	(424)	(6)	(1)	(5)	(79)	(58)	(21)
Multifamily Housing (Mid-Rise)	221	687	Dwelling Unit(s)	(544)	(6)	(1)	(5)	(74)	(53)	(21)
Multifamily Housing (High-Rise)	222	1480	Dwelling Unit(s)	(878)	(12)	(2)	(10)	(134)	(96)	(39)
Senior Adult Housing-Attached	252	100	Dwelling Unit(s)	(54)	(1)	(0)	(0)	(7)	(4)	(2)
Hotel	310	78	Rooms	(138)	(13)	0	(13)	(7)	(5)	(2)
General Office Building	710	365.9	1,000 Sq Ft GLA	(244)	(28)	(16)	(11)	(18)	(3)	(15)
Medical-Dental Office Building	720	590	1,000 Sq Ft GLA	(1,480)	(96)	(44)	(53)	(92)	(28)	(64)
Shopping Center	820	342.4	1,000 Sq Ft GLA	(4,088)	(114)	(73)	(41)	(319)	(119)	(200)
Internal Capture Reduction				(7,850)	(276)	(138)	(138)	(730)	(365)	(365)
Trip Reductions due to Internal Capture²				10%	7%	5%	9%	11%	15%	9%
Additional Project Trip Reductions										
<i>Transit (Daily, AM=5%, PM = 5%)³</i>				(4021)	(209)	(135)	(74)	(324)	(123)	(201)
<i>Pass-By Trips for Shopping Center (PM = 34%)^{4,5}</i>				(351)	0	0	0	(351)	(180)	(171)
Net Project Trips				68,195	3,692	2,419	1,273	5,075	1,798	3,277
Notes:										
1. Trip Rates taken from California Northstate University, Draft Transportation Analysis Report, dated July 14, 2020.										
2. Internal capture rates from ITE Trip Generation Handbook, 3rd Edition published by the Institute of Transportation Engineers.										
3. Transit trip reductions of 5% was assumed during the AM and PM peaks, to account for existing and planned transit routes within the vicinity of the project site.										
4. Pass-by reductions based on values contained in the Trip Generation Handbook, 3rd Edition published by the Institute of Transportation Engineers.										
5. Daily pass-by trips only represent PM peak hour pass-by trips because no daily pass-by trip is represented in the ITE Trip Generation Handbook										

Trip Distribution and Assignment

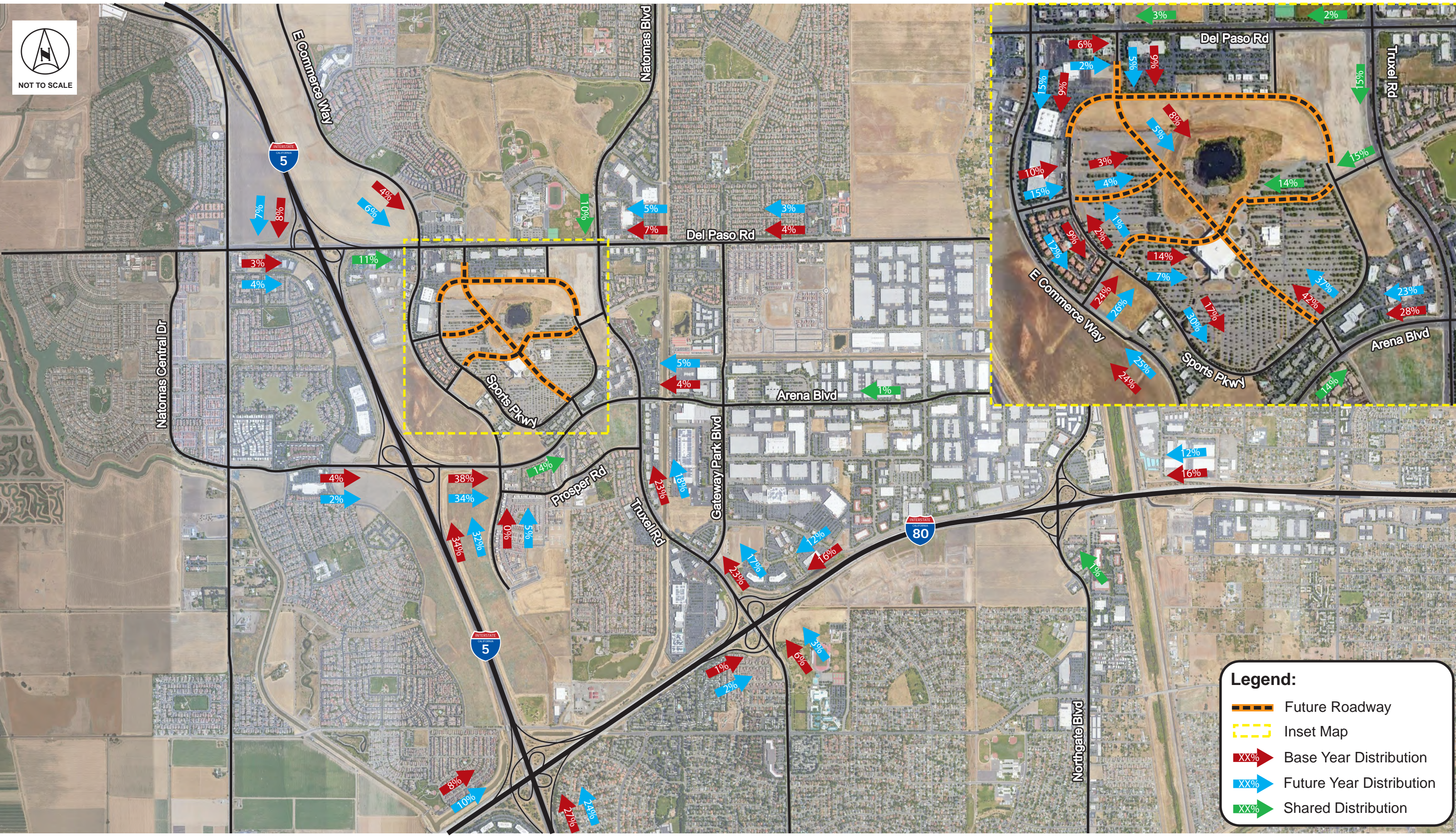
Trip distribution of project trips to the surrounding network was based on the latest version of the Sacramento Area Council of Governments' (SACOG) travel demand model, SACSIM19. The project and corresponding roadway network detail was added to the model and a select zone analysis was performed to determine the trip distribution. The proposed project trip distribution percentages are shown in **Figure 2** through **Figure 5** and trip assignment is illustrated in **Figure 6** and **Figure 7**. A summary of the distribution along the surrounding freeways is as follows:

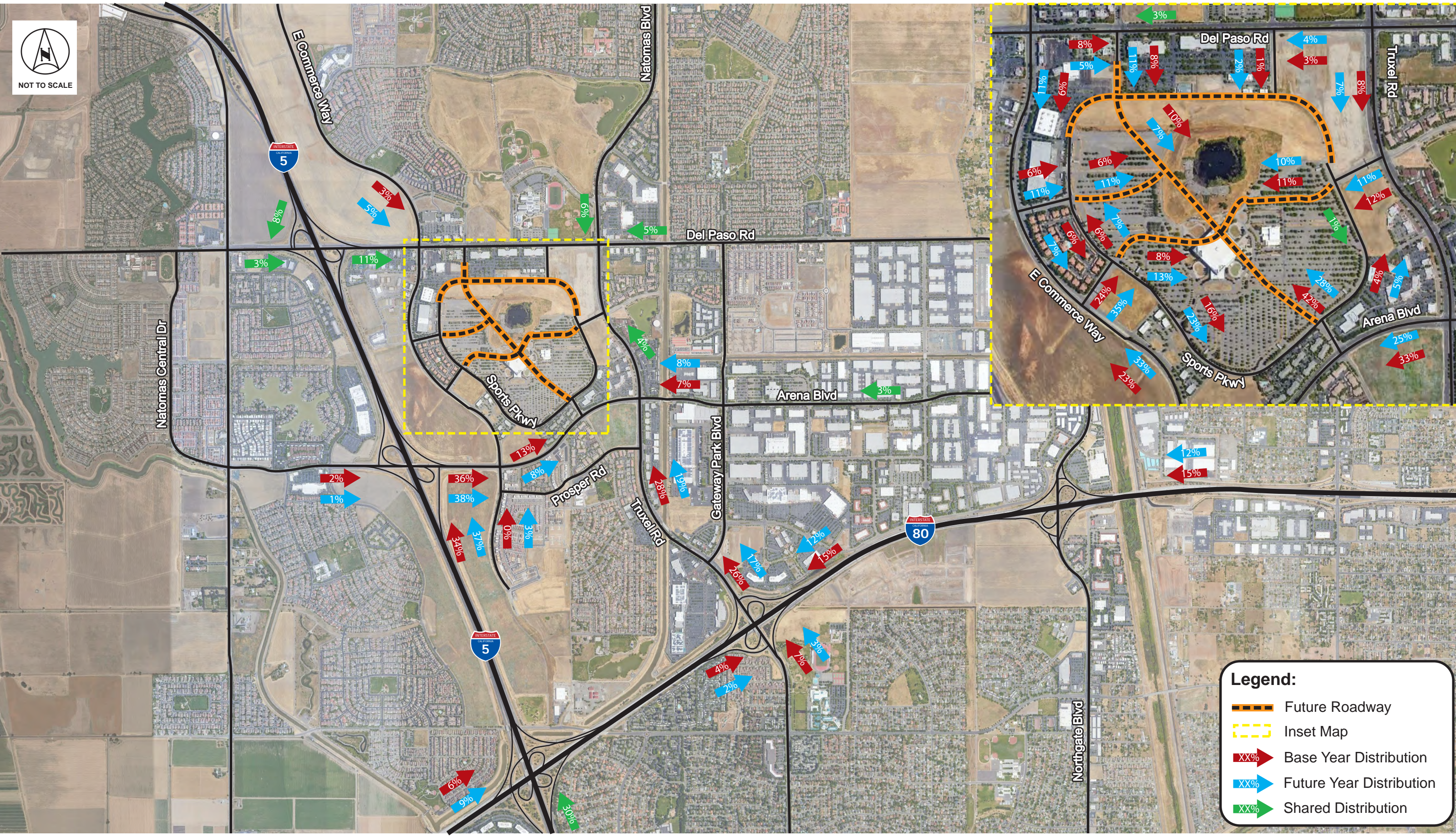
- 7-percent to 9-percent to/from I-5 north of Del Paso Road in the AM and PM peak-hours
- 21-percent to 31-percent to/from I-5 south of I-80
- 6-percent to 10-percent to/from I-80 west of I-5
- 12-percent to 16-percent to/from I-80 east of Northgate Boulevard

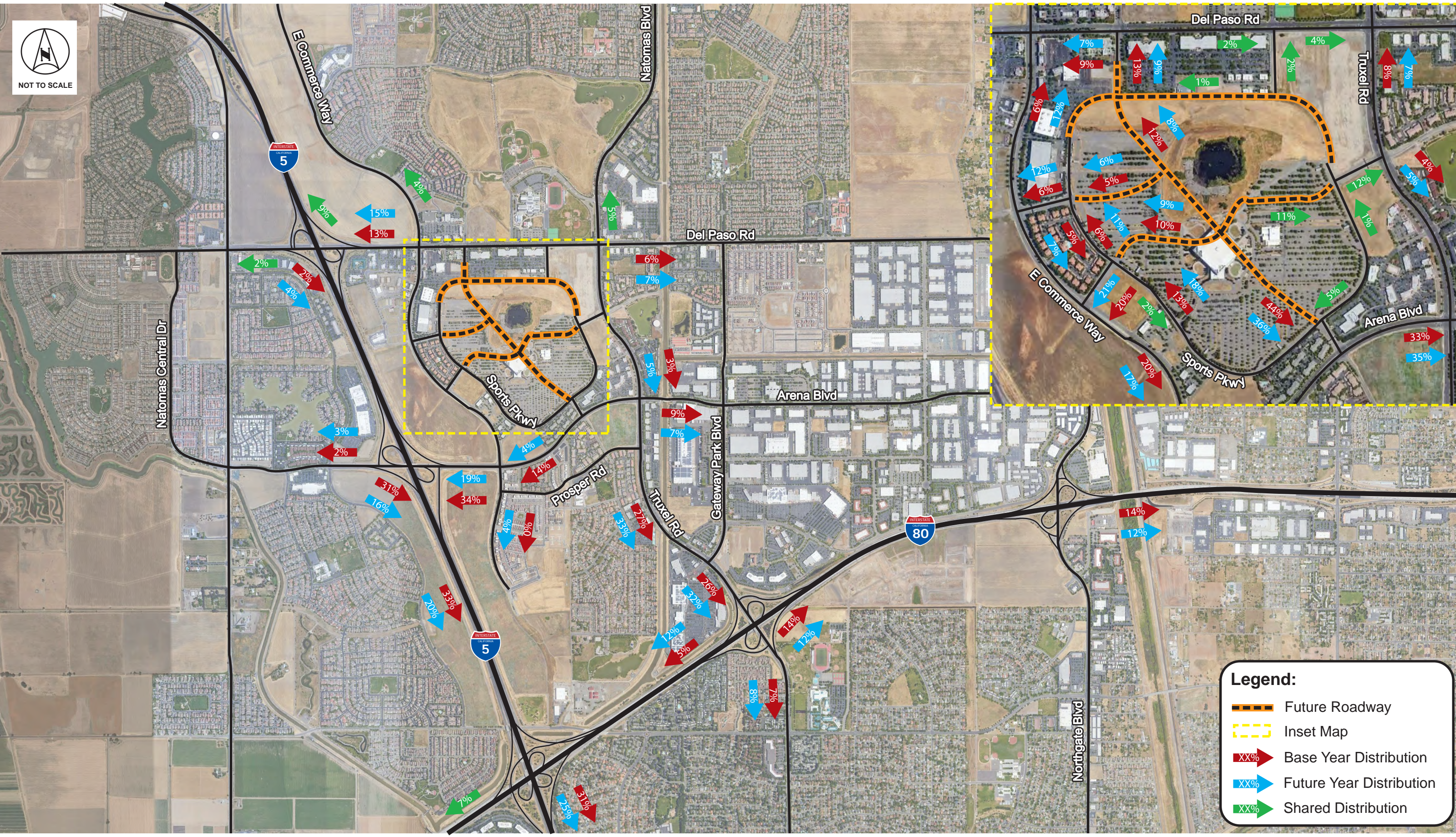


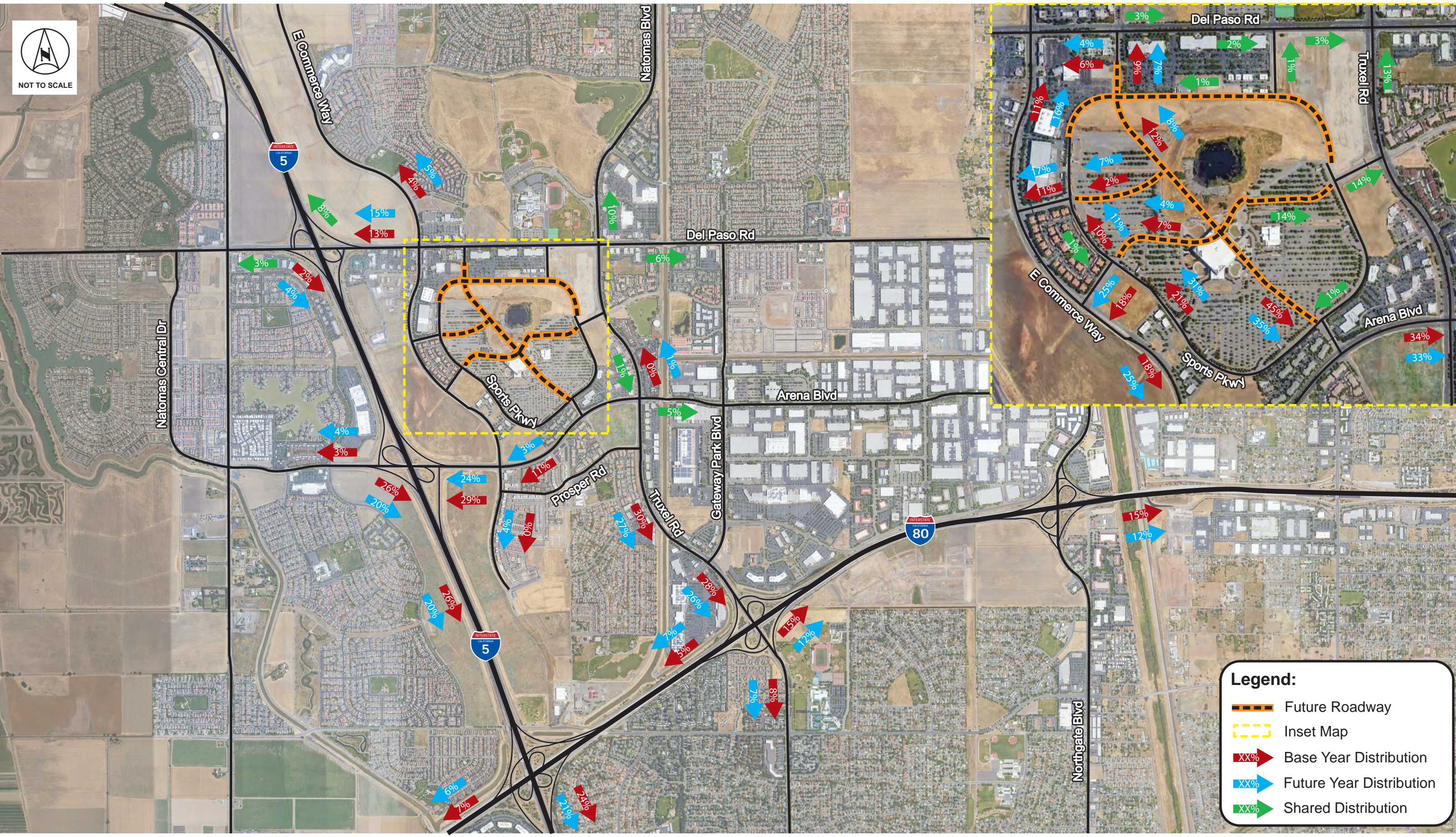
LEGEND

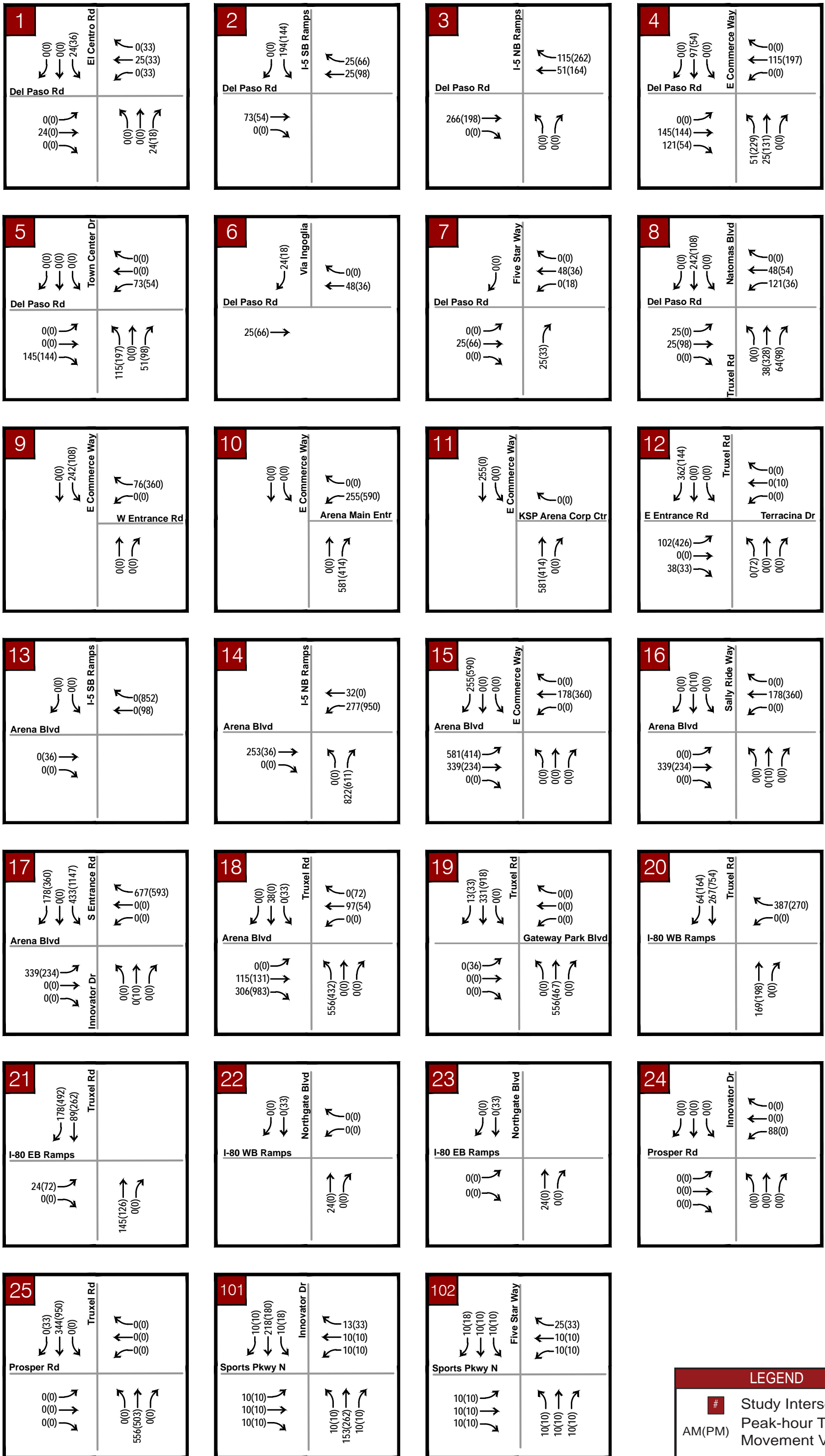
 Project Area

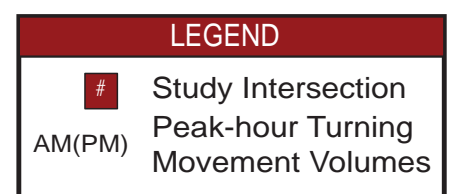
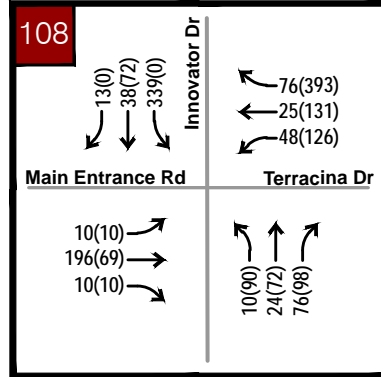
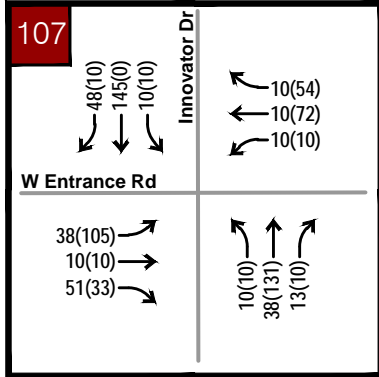
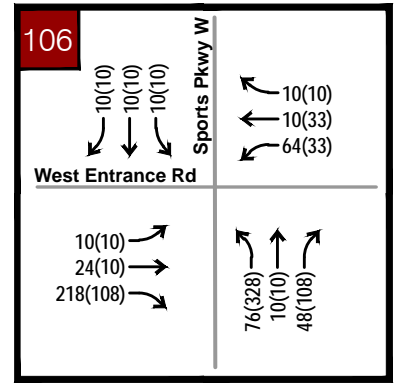
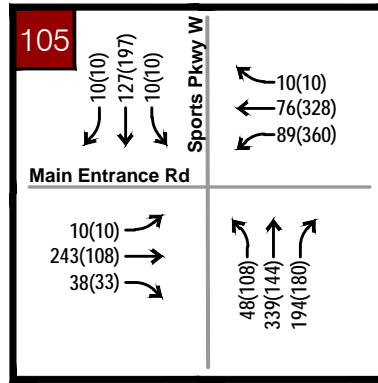
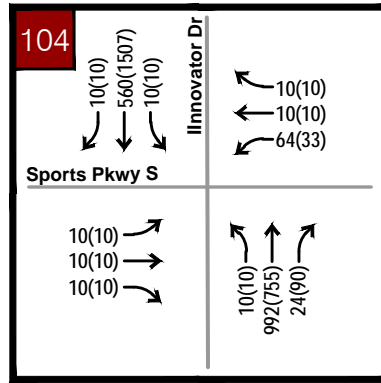
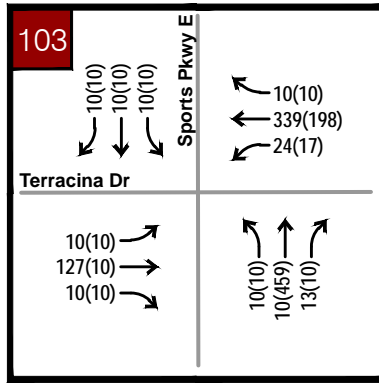


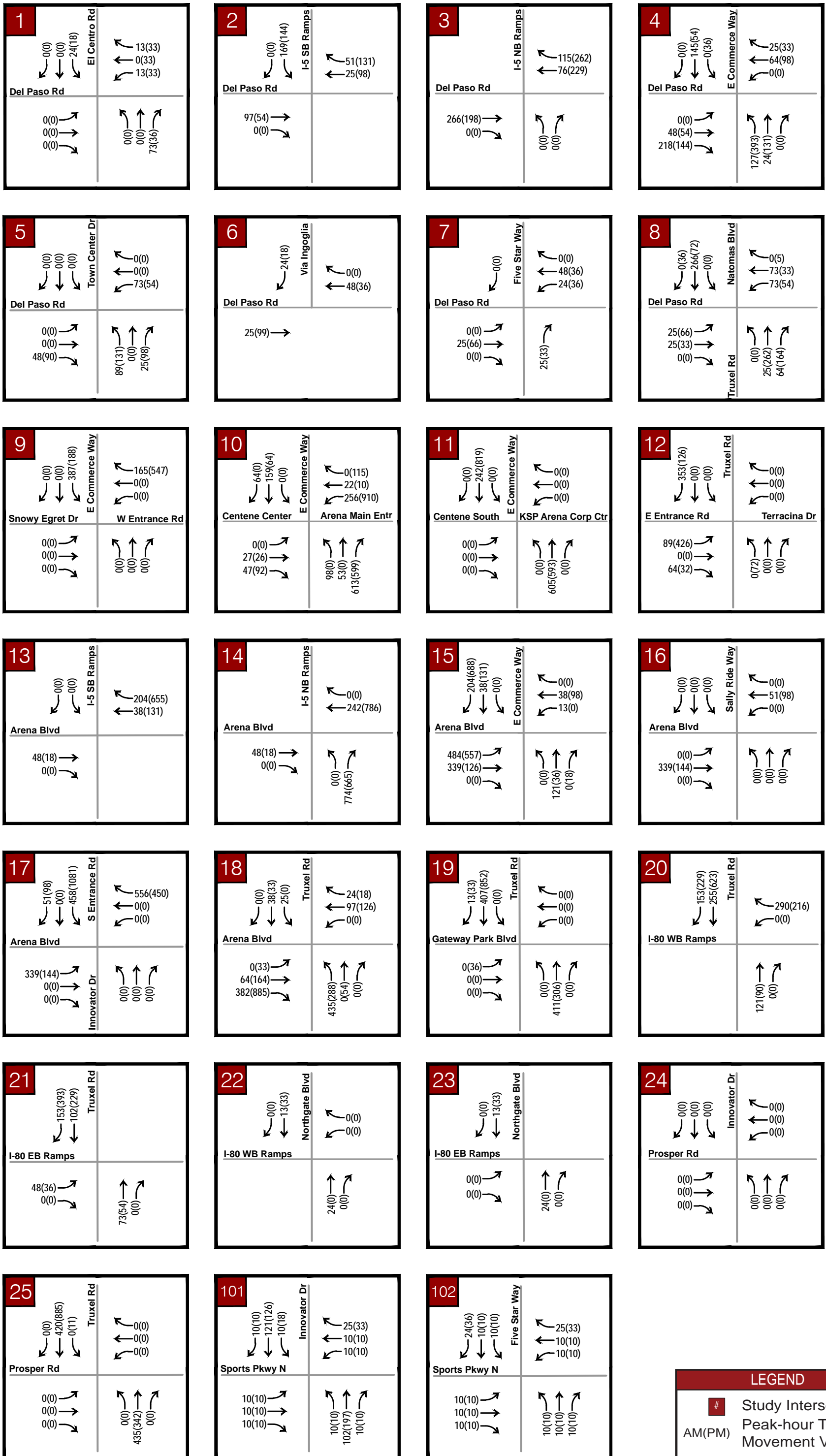






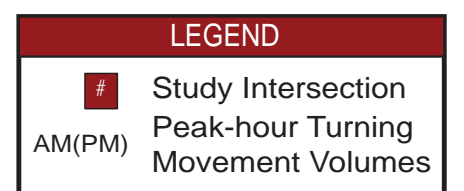
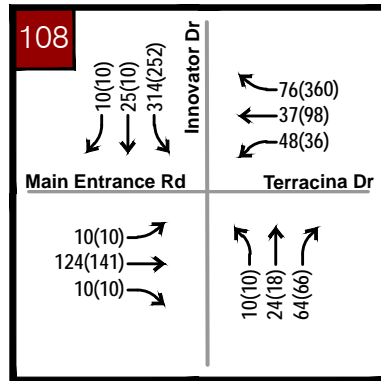
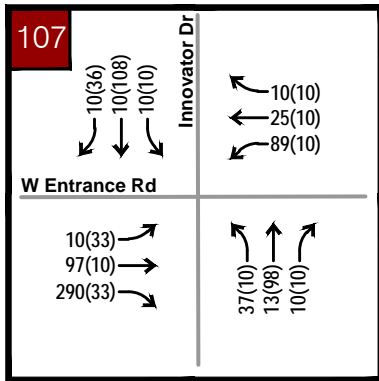
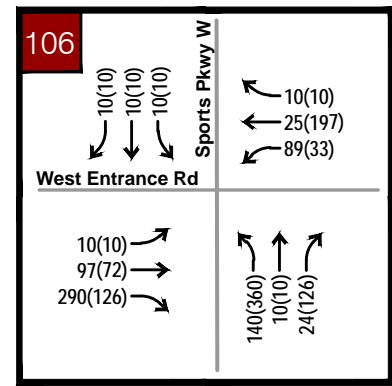
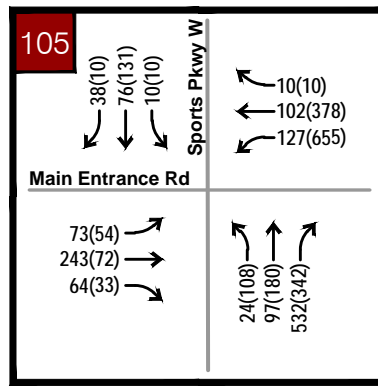
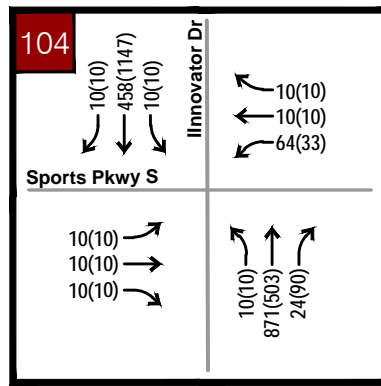
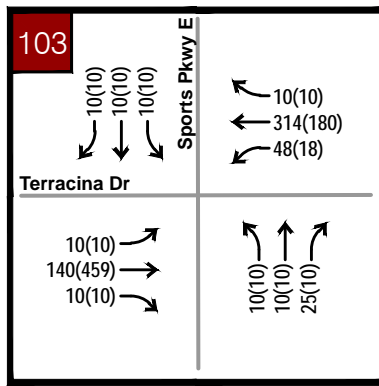






LEGEND

Study Intersection
 AM(PM) Peak-hour Turning Movement Volumes



STUDY SCOPE AND METHODOLOGIES

Study Facilities

The following is a summary of the study facilities included in this traffic study, all of which are depicted in **Figure 8**.

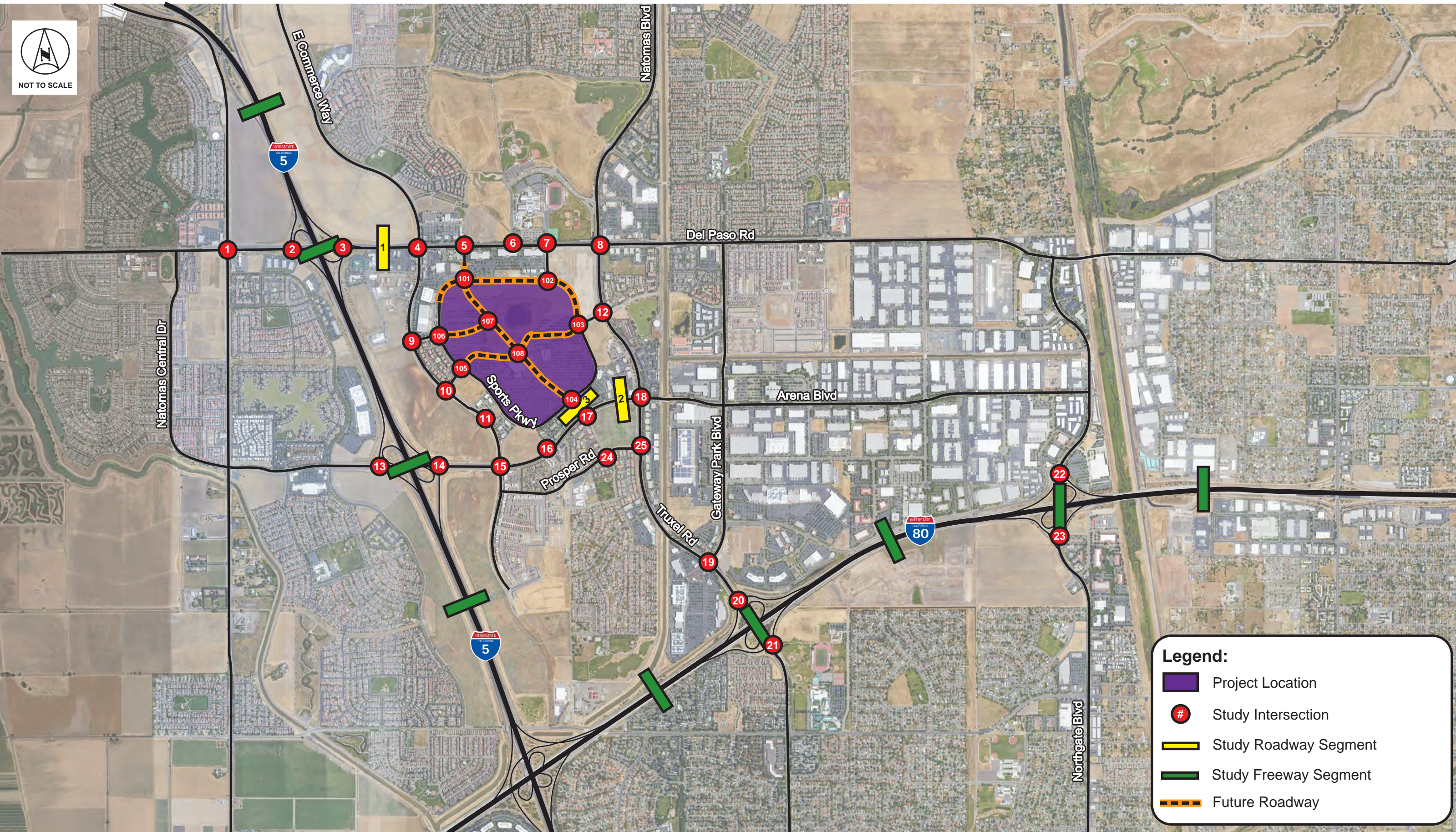
Intersections

Table 2 presents the study intersections. Project intersections numbered 101 through 108 are only studied under Project conditions.

Table 2 – Study Intersections

Intersection		Traffic Control
1	Del Paso Road @ El Centro Road	Signalized
2	Del Paso Road @ I-5 Southbound Ramps	Signalized
3	Del Paso Road @ I-5 Northbound Ramps	Signalized
4	Del Paso Road @ East Commerce Way	Signalized
5	Del Paso Road @ Town Center Drive	Signalized
6	Del Paso Road @ Via Ingoglia	Unsignalized
7	Del Paso Road @ Five Star Way	Unsignalized
8	Del Paso Road @ Natomas Boulevard/Truxel Road	Signalized
9	East Commerce Way @ West Entrance Road (Future Snowy Egret Drive)	Signalized
10	East Commerce Way @ Arena Main Entrance Road	Signalized
11	East Commerce Way @ KSP Arena Corporate Center Driveway	Signalized
12	Truxel Road @ East Entrance Road/Terracina Drive	Signalized
13	Arena Boulevard @ I-5 Southbound Ramps	Signalized
14	Arena Boulevard @ I-5 Northbound Ramps	Signalized
15	Arena Boulevard @ East Commerce Way	Signalized
16	Arena Boulevard @ Sally Ride Way	Signalized
17	Arena Boulevard @ South Entrance Road/Innovator Drive	Signalized
18	Arena Boulevard @ Truxel Road	Signalized
19	Truxel Road @ Gateway Park Boulevard	Signalized
20	Truxel Road @ I-80 Westbound Ramps	Signalized
21	Truxel Road @ I-80 Eastbound Ramps	Signalized
22	Northgate Boulevard @ I-80 Westbound Ramps	Signalized
23	Northgate Boulevard @ I-80 Eastbound Ramps	Signalized
24	Prosper Road @ Innovator Drive	Signalized
25	Truxel Road @ Prosper Road	Signalized
101	Innovator Drive @ Sports Parkway North ⁺	Signalized
102	Five Star Way @ Sports Parkway North ⁺	Signalized
103	Sports Parkway East @ Terracina Drive ⁺	Signalized
104	Innovator Drive @ Sports Parkway South ⁺	Signalized
105	Sports Parkway West @ Main Entrance Road ⁺	Signalized
106	Sports Parkway West @ West Entrance Road ⁺	Signalized
107	Innovator Drive @ West Entrance Road ⁺	Signalized
108	Innovator Drive @ Main Entrance Road/Terracina Drive ⁺	Signalized

⁺Future intersection analyzed for plus proposed project scenarios only



Legend:

- Project Location
- Study Intersection
- Study Roadway Segment
- Study Freeway Segment
- Future Roadway

Roadway Segments

Table 3 shows the study roadway segments analyzed under project scenarios.

Table 3 – Roadway Segments

Roadway Segment	
1	Del Paso Road between I-5 Northbound Ramps and East Commerce Way
2	Arena Boulevard, West of Truxel Road
3	South Entrance Road between Sports Parkway and Arena Boulevard

Freeway Segments

Table 4 shows the basic freeway segments that were included in this study.

Table 4 – Freeway Segments

Basic Freeway Segments	
Northbound	
1	I-5, I-80 to Arena Boulevard
2	I-5, Arena Boulevard Overcrossing
3	I-5, Del Paso Road Overcrossing
4	I-5, Arena Boulevard to SR-99
Southbound	
1	I-5, SR-99 Off-Ramp to SR-99 On-Ramp
2	I-5, Del Paso Road Overcrossing
3	I-5, Arena Boulevard Overcrossing
4	I-5, Arena Boulevard to I-80
Eastbound	
1	I-80, I-5 to Truxel Road
2	I-80, Truxel Road Overcrossing
3	I-80, Truxel Road to Northgate Boulevard
4	I-80, Northgate Boulevard Overcrossing
5	I-80, Northgate Boulevard to Norwood Avenue
Westbound	
1	I-80, Norwood Avenue to Northgate Boulevard
2	I-80, Northgate Boulevard Overcrossing
3	I-80, Northgate Boulevard to Truxel Road
4	I-80, Truxel Road Overcrossing
5	I-80, Truxel Road to I-5

Assessment Scenarios

The effect of the proposed project on the local transportation network including intersections, roadways, and basic freeway segments was assessed for the weekday AM and PM peak hours of traffic within the study area. The peak hours were studied under the following development scenarios:

- Existing (2021) Conditions
- Existing (2021) plus Proposed Project Conditions
- Cumulative (2040) Conditions
- Cumulative (2040) plus Proposed Project Conditions

Traffic Modeling

Traffic forecasting and the distribution of Project traffic was conducted using SACOG’s recently released SACSIM travel model (SACSIM19). As a part of this effort, the Traffic Analysis Zone (TAZ) structure and roadway network in SACSIM19 were refined for the Project to include the land use and roadways that will be added when the project constructed.

The standard SACSIM land use modification process was undertaken to modify the parcel, household, and population files to represent the residential components of the proposed project. However, SACSIM does not contain a residential land use type that reflects the trip generation characteristics of active adult housing. Therefore, as a part of this effort, the ratio of daily trip generation rates listed in the *Trip Generation Handbook, 10th Edition* published by the Institute of Transportation Engineers (ITE) between single family detached housing and active adult housing was used to determine the number of single family detached homes that would generate a similar number of trips as active adult housing.

In order to add the non-residential land use components of the project into the model, the uses first needed to be converted into the number of jobs each would provide. For all uses outside of Parcel D, including general office building and retail, the Trip Generation Handbook was once again used. The number of trips produced by the size of each of the land use codes for office and retail was used to back calculate the number of employees based on each land use's equation for the number of trips that are produced by each employee. For the uses within Parcel D, including medical office building, hospital, and university, the number of employees was provided by the project applicant.

For both the Existing and Cumulative scenarios, SACOG's SACSIM buffering process was run to determine the mix of land uses and transit options in the vicinity of the project. This process was conducted for parcels within one half-mile of the project.

In addition, for Cumulative Conditions, the model was reviewed to confirm it accounts for the following projects:

- North Natomas Community Center and Aquatics Complex (NNCCAC)
- New Market Drive Segment
- Creekside Apartments
- Centene
- Medley Apartments
- Aloft Hotel
- Natomas Town Center East
- Vibra Rehab Hospital
- Alira Apartments (Spanos)
- Innovate Corporate Center
- Hilton Garden Inn
- Provance Condominiums
- Natomas Crossing Area 3
- Express Lane Chevron
- Wendy's
- Starbucks
- Natomas II Apartments
- Arena Seniors
- Natomas Pointe Plaza
- 2960 Advantage
- 2940 Advantage
- Natomas Charter School
- Natomas Point Plaza Building F
- Natomas Pointe CSEA
- Davita Dialysis
- KSP Arena Corporate
- Natomas Landmark Building F
- Arena Corporate Building D

- Arena Corporate Building E
- Natomas Crossing Quad D
- Tanzanite Subdivision

After review, it was determined that all projects were already included in the model with the exception of the NNCCAC and the retail located in the northeastern corner of the Arena Boulevard intersection with E Commerce Way (Wendy’s, Starbucks, and the Express Lane Chevron). These projects were added to the Future Year model so that trips from those projects would be included for Cumulative and Cumulative plus Project Conditions.

Analysis Methodology

Roadway Segments

The roadway segment analysis was performed in accordance with the City’s guidelines³. **Table 5** summarizes the segment analysis thresholds.

Table 5 – Roadway Segment Level of Service Thresholds

Operational Class	Number of Lanes	ADT Level-of-Service Capacity Threshold				
		A	B	C	D	E
Arterial - Low Access Control	2	9,000	10,500	12,000	13,500	15,000
	4	18,000	21,000	24,000	27,000	30,000
	6	27,000	31,500	36,000	40,500	45,000
Arterial - Moderate Access Control	2	10,800	12,600	14,400	16,200	18,000
	4	21,600	25,200	28,800	32,400	36,000
	6	32,400	37,800	43,200	48,600	54,000
Arterial - High Access Control	2	12,000	14,000	16,000	18,000	20,000
	4	24,000	28,000	32,000	36,000	40,000
	6	36,000	43,000	48,000	54,000	60,000
Collector Street - Minor	2	5,250	6,125	7,000	7,875	8,750
Collector Street - Major	2	8,400	9,800	11,200	12,600	14,000
	4	16,800	19,600	22,400	25,200	28,000
Local Street	2	3,000	3,500	4,000	4,500	5,000
Facility Type	Stops / Mile		Driveways		Speed	
Arterial - Low Access Control	4 +		Frequent		25 – 35 mph	
Arterial - Moderate Access Control	2 – 4		Limited		35 – 45 mph	
Arterial - High Access Control	1 – 2		None		45 – 55 mph	
SOURCE: Sacramento 2035 General Plan MEIR.						

³Sacramento 2035 General Plan MEIR.

Intersection Queuing

Vehicle queuing was evaluated for the AM and PM peak-hours for the following locations:

- I-5 and I-80 on- and off-ramps
- Existing and future proposed turn pockets where the project is expected to increase turning movement volumes

Queuing for these locations was approximated using the *Synchro* computer software. 95th percentile vehicle queues were compared against available vehicle storage lengths to determine if the queues are anticipated to exceed their available storage and adversely affect adjacent through travel lanes.

Freeway Facilities

Caltrans’ traffic study guidelines⁴ specify the use of vehicle density (passenger cars/mile/lane) as the appropriate measure of effectiveness for freeway facilities. The level of service (LOS) criteria for basic freeway segments is summarized in **Table 6**. While Caltrans and the City no longer use LOS criteria in determining significant impacts, reasonable freeway densities and operation still contributes to the safety, time, and wellbeing of freeway users. Therefore, only density, and not LOS is used in this report as a measure of when demand begins to exceed capacity at a vehicle density of 45 passenger cars per hour per lane.

Table 6 – Freeway Facility Level of Service Criteria

Level of Service (LOS)	Basic Segments Density (pc/mi/ln)
A	≤ 11
B	> 11 – 18
C	> 18 – 26
D	> 26 – 35
E	> 35 – 45
F*	> 45*

* Demand exceeds capacity

Signal Warrants

The evaluation of the need for traffic signalization was based on the peak-hour warrant methodologies noted in the current, published edition of the *California Manual on Uniform Traffic Control Devices (CMUTCD)*.

Deficiency Criteria

City of Sacramento 2035 General Plan was referenced to identify deficiencies at the study area intersections and roadway segments. The following criteria were used:

- *Roadways Segments*: The project is considered to cause a deficiency if it would:
 - result in a roadway segment operating at an acceptable LOS (without the project) to deteriorate to an unacceptable LOS (with the project); or
 - increase the V/C ratio by more than 0.02 at a roadway segment that is operating at an unacceptable LOS without the project.

⁴ *Guide for the Preparation of Traffic Impact Studies*, Caltrans, December 2002.

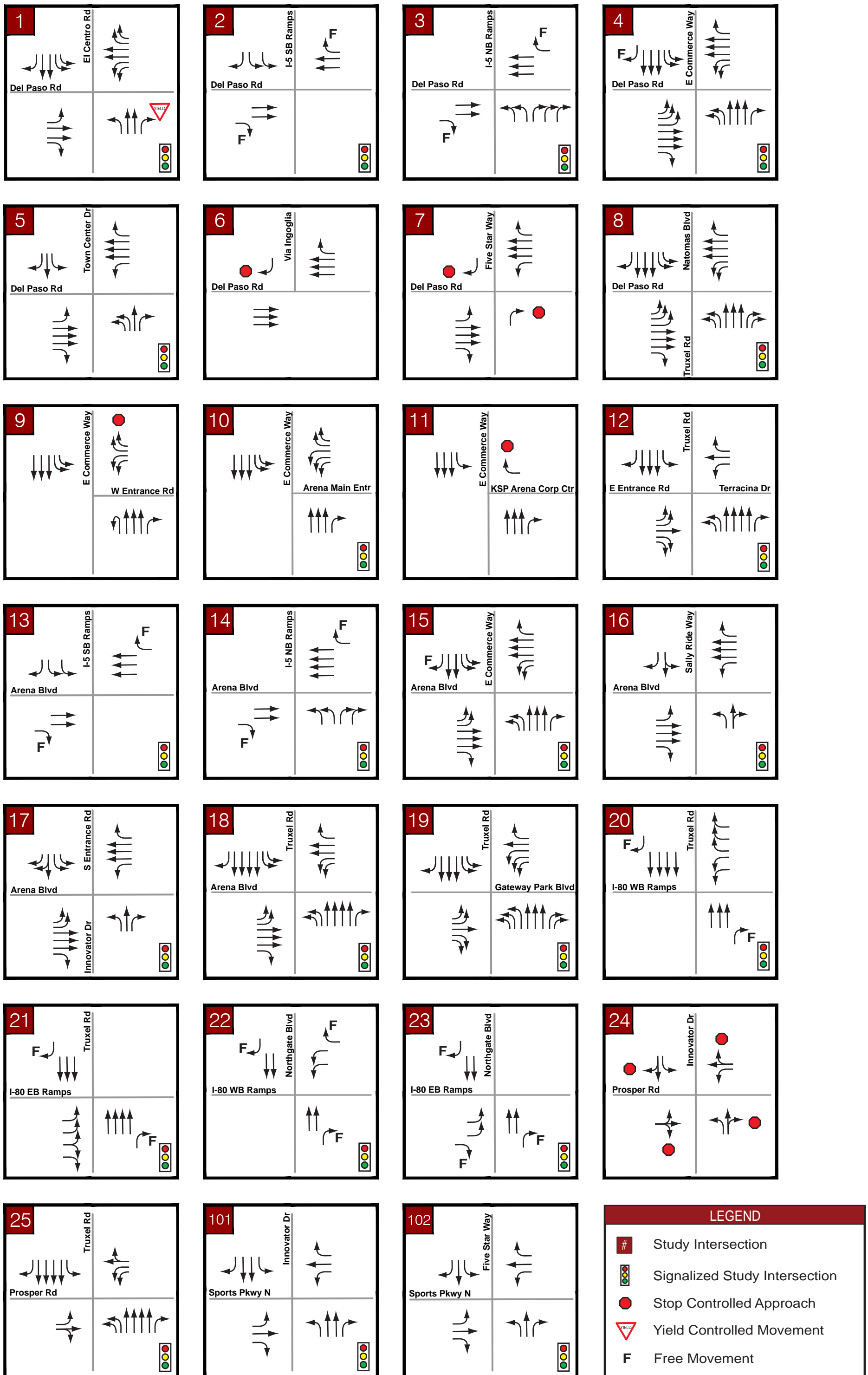
- *Intersection queue storage*: the project would cause deficiencies where:
 - the project traffic causes the queues to exceed the existing or planned storage by more than 1 vehicle length (25 ft) when it otherwise would not be exceeded.
- *Basic freeway facilities*: the Project would cause an unavoidable deficiency when:
 - The addition of project traffic results a basic freeway segment operating below a density of 45 passenger cars per hour per lane to exceed this threshold.
 - This deficiency would be considered unavoidable as there are currently no planned freeway capacity improvement projects programmed within the Project study area.
- *Intersection Signal Warrants*: the project would cause a deficiency when:
 - Under Project conditions an intersection meets the criteria for the peak-hour signal warrant when it would otherwise fall below the required threshold.

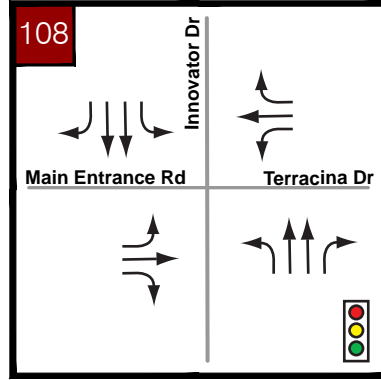
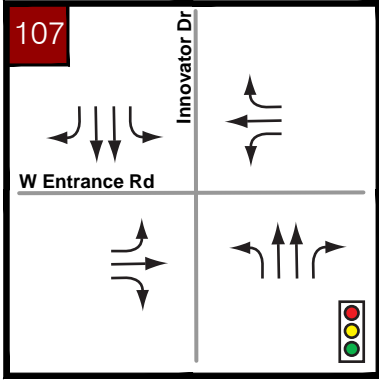
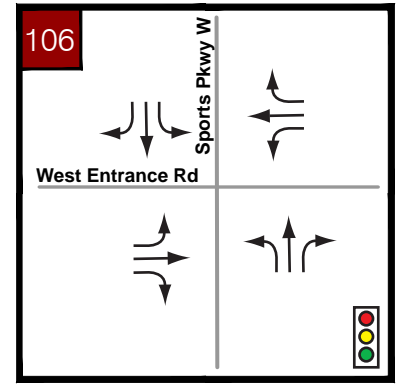
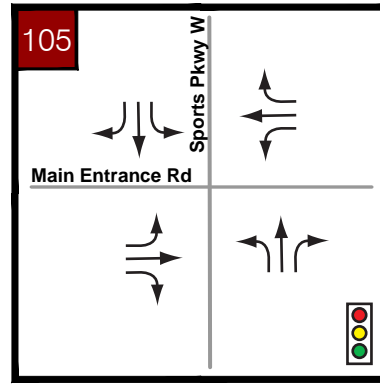
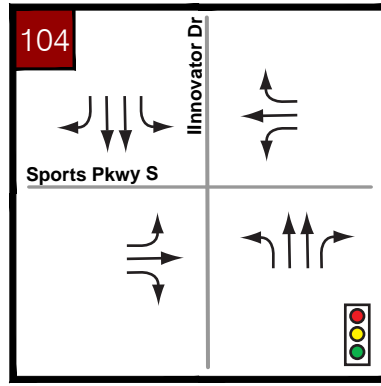
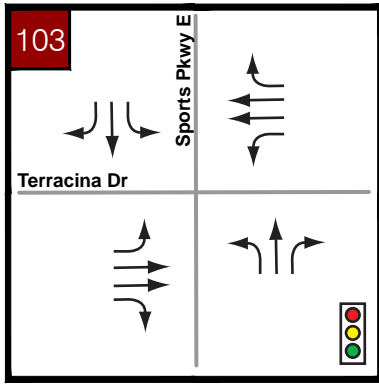
ANALYSIS RESULTS

This section of the report documents the results of the local transportation analysis which includes roadway segment analysis, queueing analysis, freeway segment analysis, and peak hour signal warrant analysis for the study facilities during the weekday AM and PM peak hours. As agreed with the City, the traffic count data (intersection turning movement and roadway segments) for the study facilities was obtained from the previously completed DKS EIR report for 'North Arena Reuse Planned Unit Development'. Freeway traffic data was obtained via Caltrans' Performance Measurement System (PeMS) database.

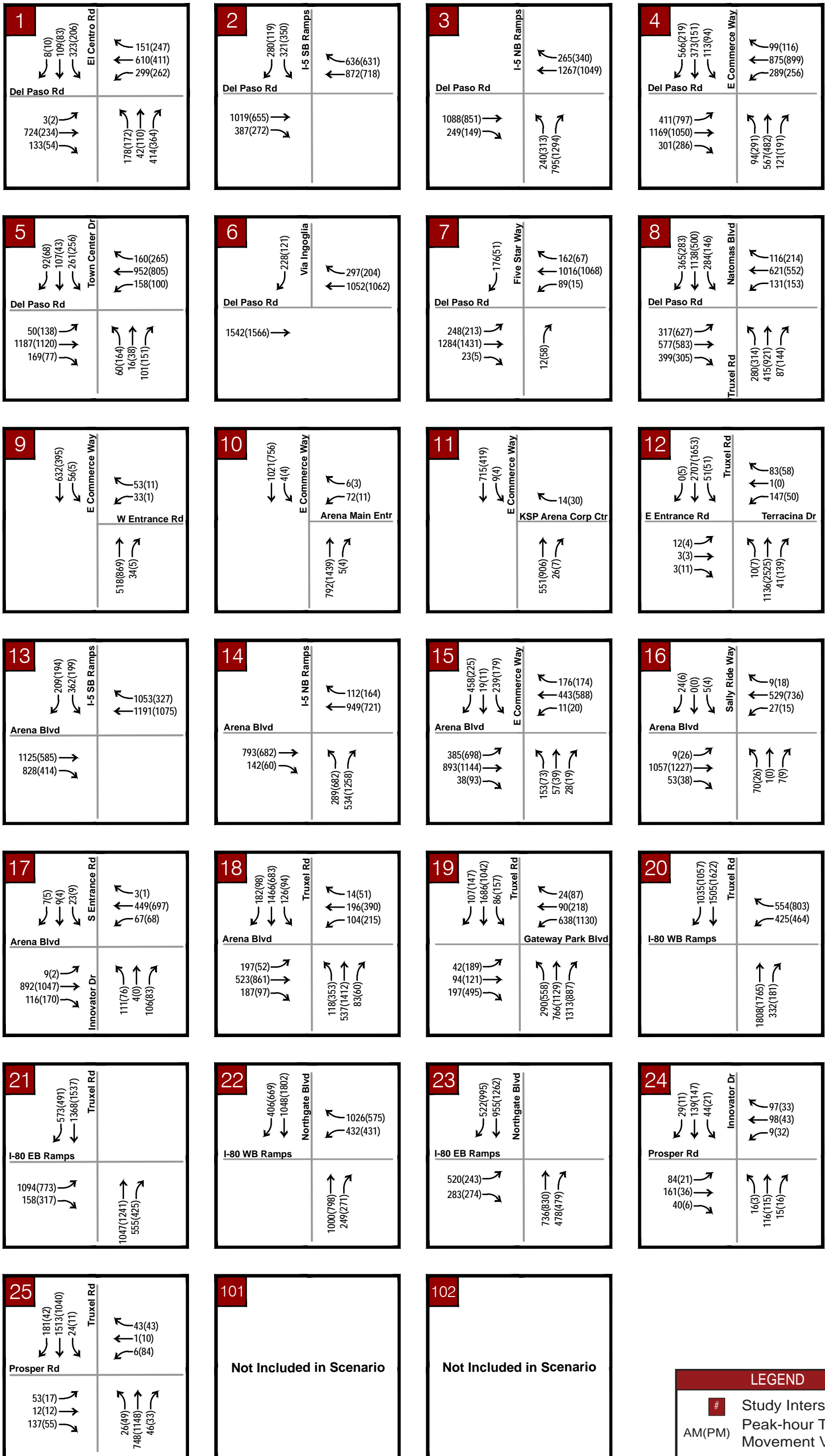
The Existing (2021) lane configuration at each of the study area intersections is provided in **Figure 9**. The Existing (2021) peak hour traffic volumes are provided in **Figure 10** and the Existing (2021) plus Project peak hour traffic volumes are provided in **Figure 11**.

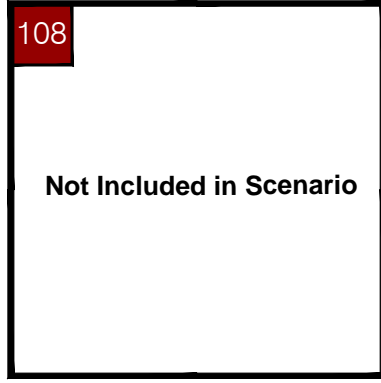
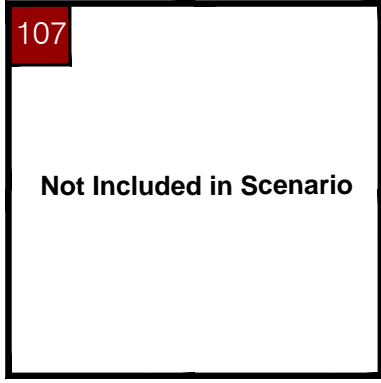
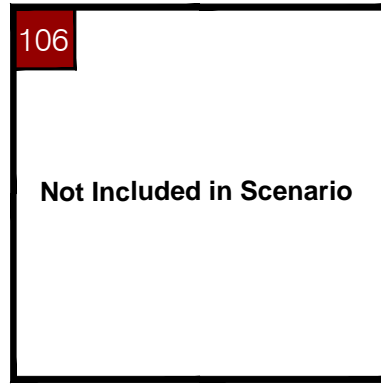
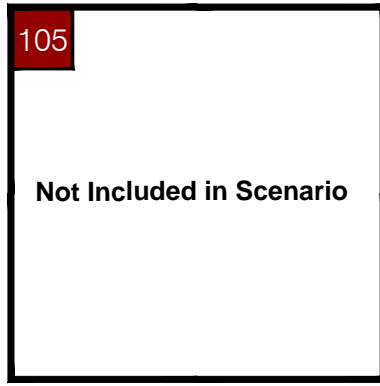
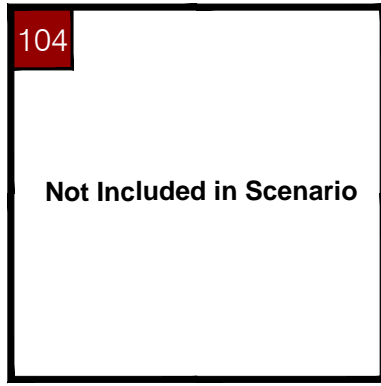
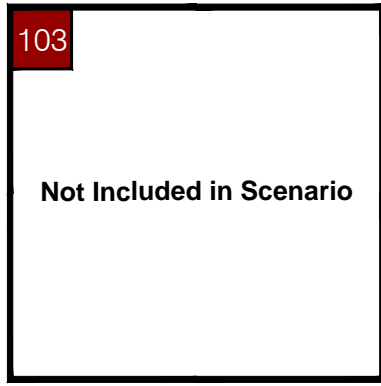
The Cumulative (2040) lane configurations at each of the study area intersections is provided in **Figure 12**. The Cumulative (2040) peak hour traffic volumes are provided in **Figure 13** and the Cumulative (2040) plus Project peak hour traffic volumes are provided in **Figure 14**.





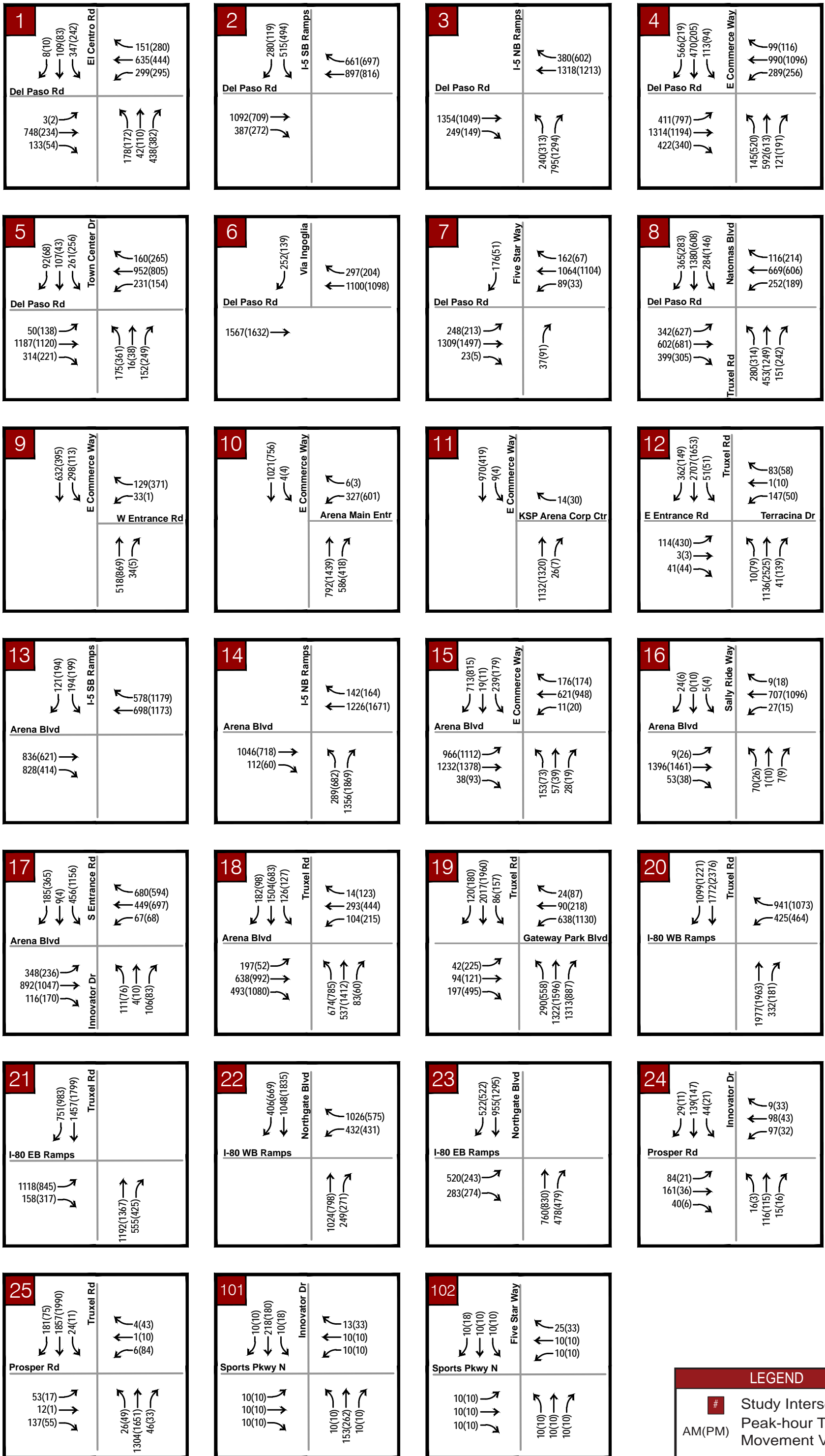
LEGEND	
#	Study Intersection
	Signalized Study Intersection
	Stop Controlled Approach
	Yield Controlled Movement
F	Free Movement





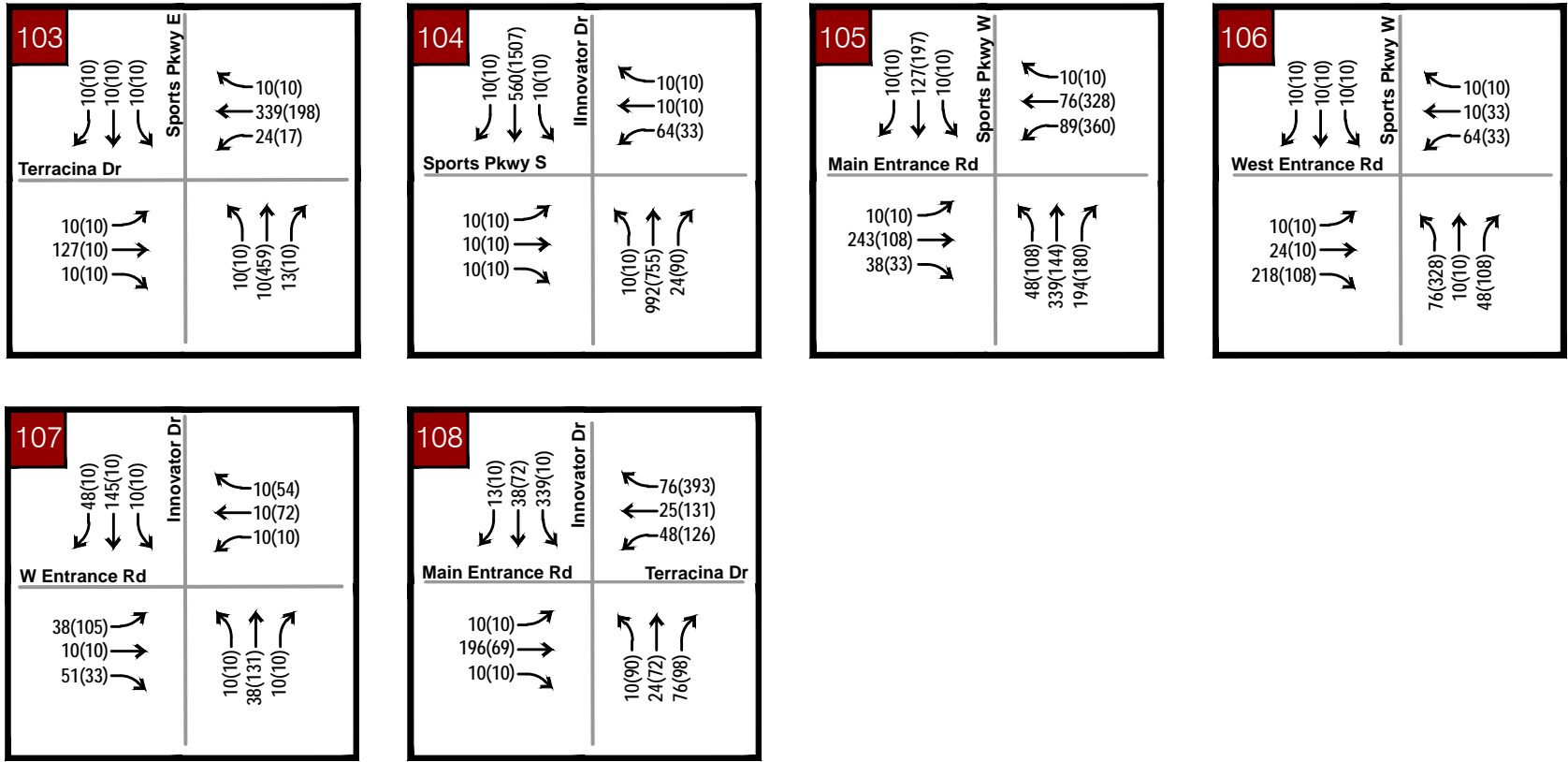
LEGEND

Study Intersection
AM(PM) Peak-hour Turning
Movement Volumes



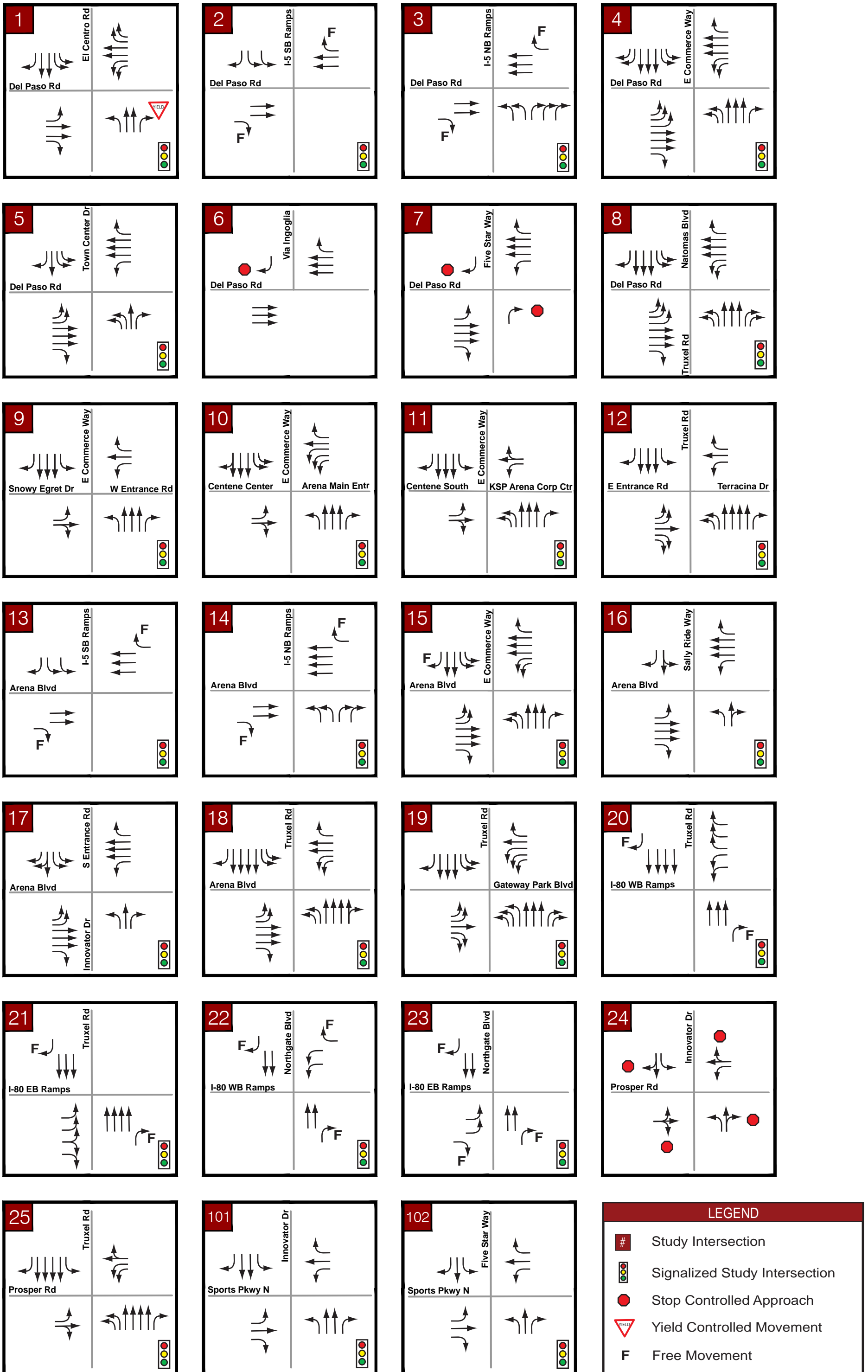
LEGEND

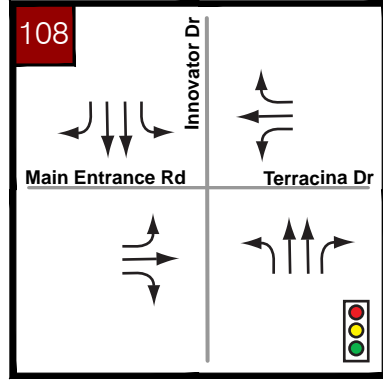
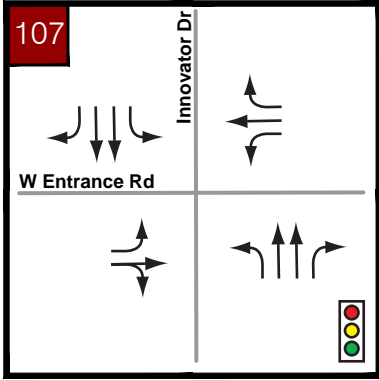
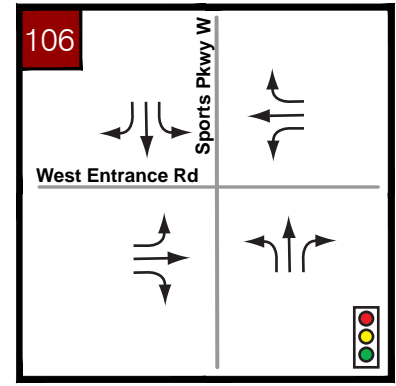
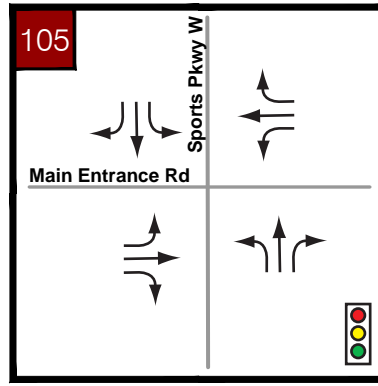
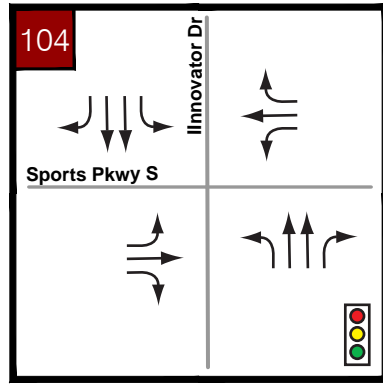
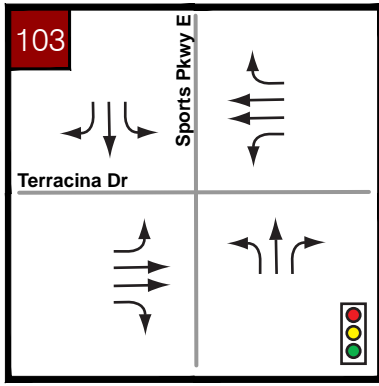
Study Intersection
 AM(PM) Peak-hour Turning Movement Volumes



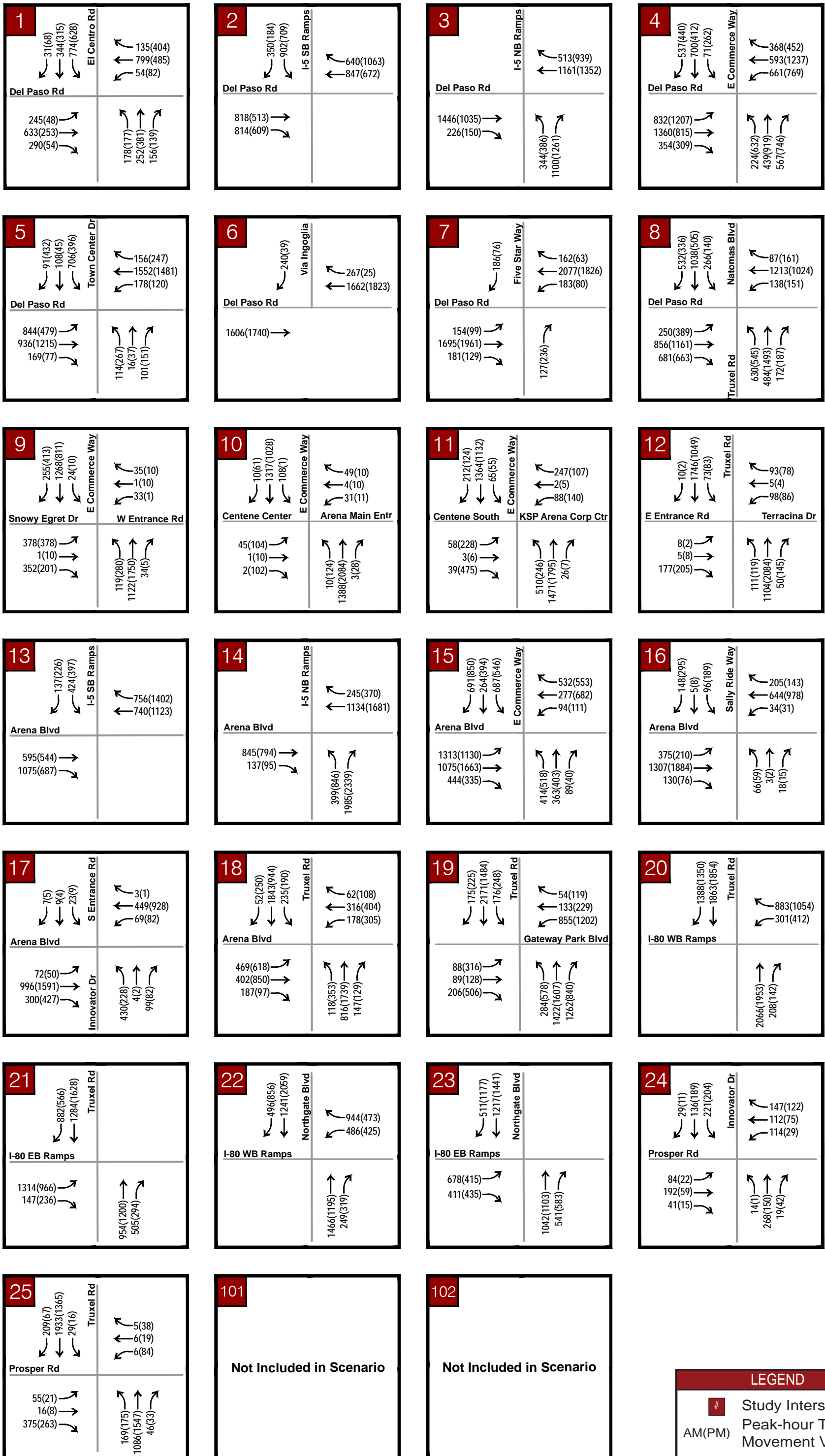
LEGEND

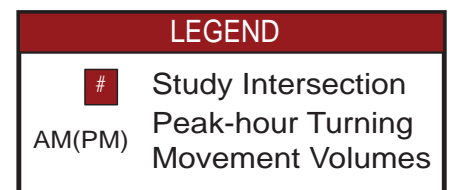
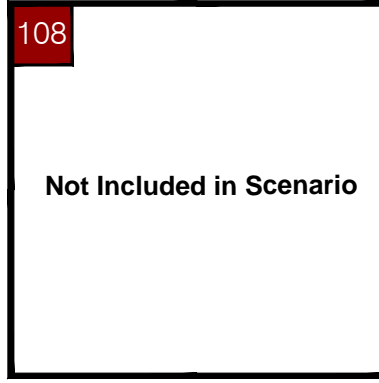
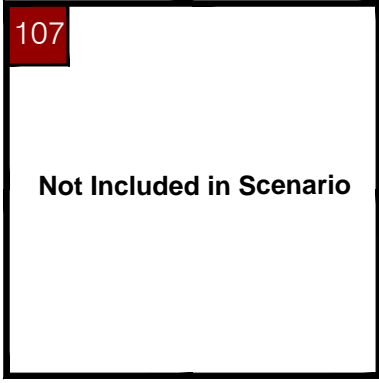
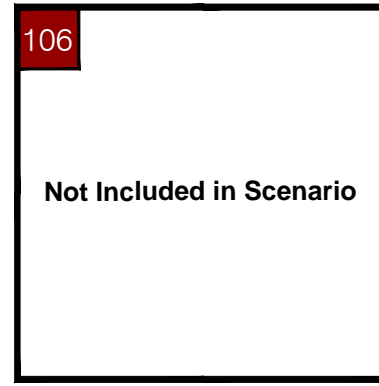
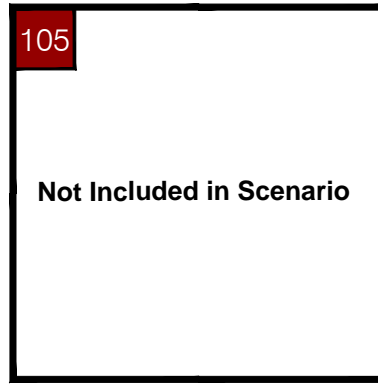
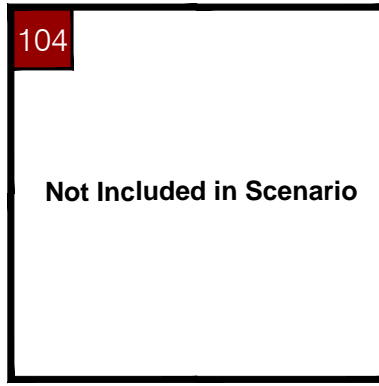
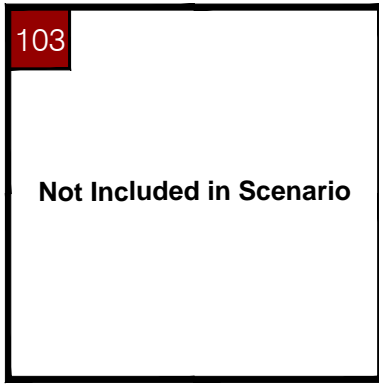
Study Intersection
 AM(PM) Peak-hour Turning Movement Volumes

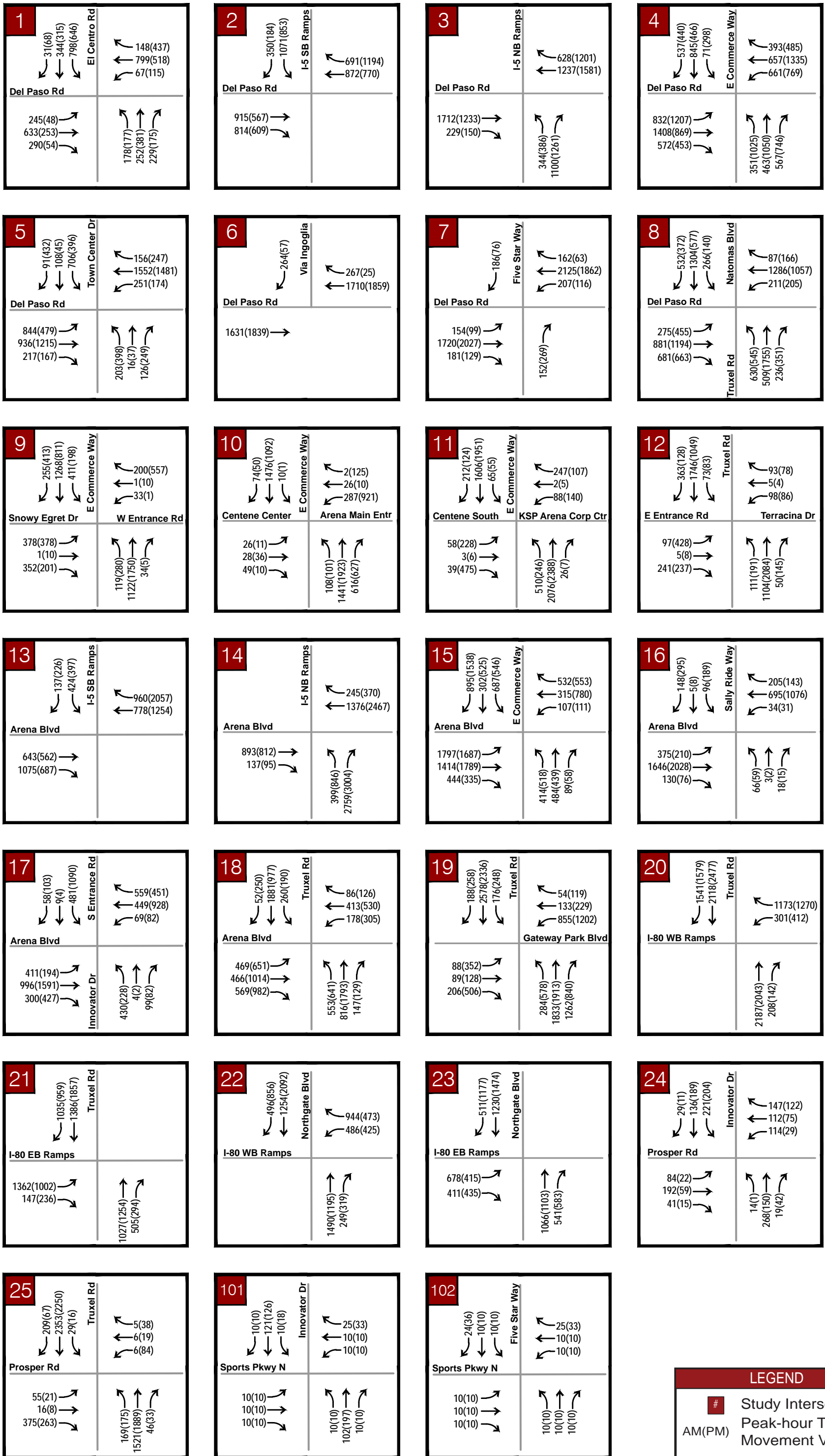




LEGEND	
#	Study Intersection
	Signalized Study Intersection
	Stop Controlled Approach
	Yield Controlled Movement
F	Free Movement

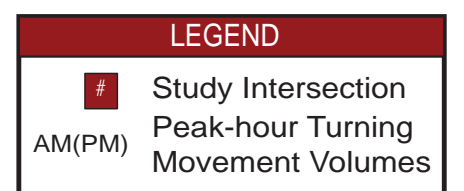
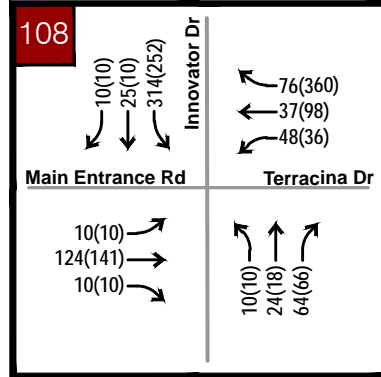
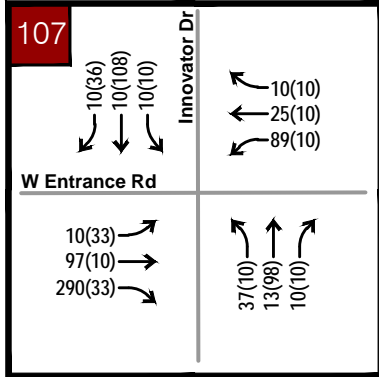
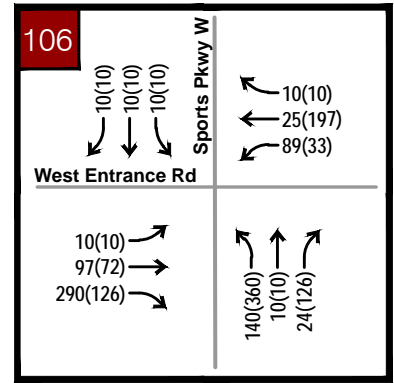
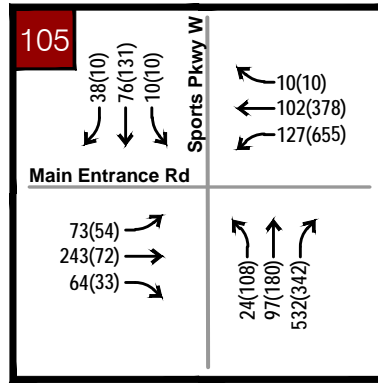
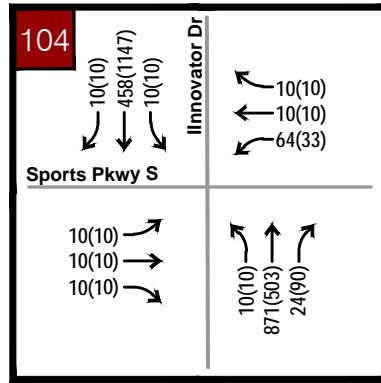
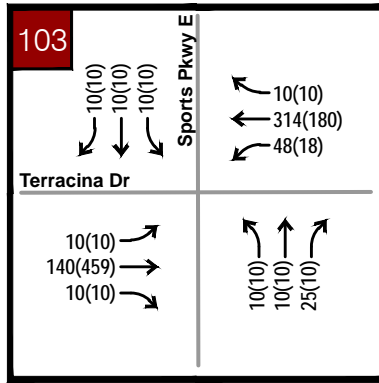






LEGEND

Study Intersection
 AM(PM) Peak-hour Turning Movement Volumes



ROADWAY SEGMENT ANALYSIS RESULTS

Table 7 summarizes the daily volumes and levels of service on the study roadway segments for each scenario analyzed. As shown in **Table 7**, all roadway segments analyzed operate at an acceptable LOS D or better, except Del Paso Road, between I-5 Northbound Ramps and East Commerce Way, which operates at unacceptable LOS E during the Cumulative (2040) plus Project scenario.

The project would increase daily traffic volumes and would cause a deficiency under the Cumulative (2040) plus Project scenario at the following location:

- Del Paso Road – I-5 Northbound Ramps and East Commerce Way: Addition of project traffic from the project would result LOS E conditions with the segment operating at acceptable LOS D without the addition of the project. *This is considered a deficiency caused by project traffic.*

QUEUING ANALYSIS RESULTS

The queuing analysis results for the study intersections identified during the weekday AM and PM peak hour are presented in this section. For project study intersections with a left-turn and/or right-turn storage lane, vehicle queuing was evaluated for all analysis scenarios for each study intersection. Queuing for each scenario was evaluated using methods defined in the most recent edition of the *Highway Capacity Manual*, using appropriate traffic analysis software (Simtraffic®).

As per *Highway Capacity Manual*, the 95th percentile queue is defined to be the queue length that has only a 5-percent probability of being exceeded during the analysis time period. It represents the design queue length and is typically used for determining the length of the turning lanes. The 95th percentile queue length calculated by Simtraffic software is compared to the existing or planned storage capacity.

The queuing tables below compare the calculated vehicle queue lengths to available storage for each movement. It is important to note that ninety-five percent of the time during peak-hours, the vehicle queuing will be less than or equal to those reported.

Queueing analysis for external study intersections and Project intersections for each scenario is summarized in **Table 8** through **Table 32** and analysis worksheets for anticipated vehicle queues for all scenarios analyzed are provided in **Appendix B** for the Existing (2021) Conditions, **Appendix C** for Existing (2021) Plus Project Conditions, **Appendix D** for Cumulative (2040) Conditions, and **Appendix E** for Cumulative (2040) Plus Project Conditions.

It should be noted that all interchange ramp intersections (study intersections #2, #3, #13, #14, #20, #21, #22 & #23) are addressed as part of the EIR document for the Project and are not included in this LTA report.

Summaries of the project induced queuing deficiencies for each intersection are provided after each intersection summary table. For those movements where a deficiency can be removed by retiming the signal, it is recommended that the Project applicant fund a signal timing study for distinct phases (i.e., final map) to address signal timing modifications required as a group rather than on a case-by-case basis.

Table 7 – Roadway Segment Levels of Service

Roadway Name	Segment	LOS Standard	Roadway Type	No. Of Lanes	Scenario	Daily Volume	V/C Ratio	LOS ¹
Del Paso Road	I-5 Northbound Ramps and East Commerce Way	D	Arterial - High Access Control	6	Existing (2021)	41,327	0.69	B
					Existing (2021) Plus Proposed Project	51,100	0.85	D
					Cumulative (2040)	53,770	0.90	D
					Cumulative (2040) Plus Proposed Project	56,522	0.94	E
Arena Boulevard	West of Truxel Road	D	Arterial - High Access Control	6	Existing (2021)	21,828	0.36	A
					Existing (2021) Plus Proposed Project	32,400	0.54	A
					Cumulative (2040)	37,976	0.63	B
					Cumulative (2040) Plus Proposed Project	34,306	0.57	A
South Entrance Road	Sports Parkway and Arena Boulevard	D	Collector Street - Major	4 ^{2,3}	Existing (2021)	550	0.02	A
					Existing (2021) Plus Proposed Project	16,820	0.60	B
					Cumulative (2040)	1,180	0.04	A
					Cumulative (2040) Plus Proposed Project	15,220	0.54	A

Notes:

1. **Bold** represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations.
2. Existing road classification for South Entrance Road does not exist as per 2035 Sacramento General Plan. Based on functionality, South Entrance Road can be classified as a Major-Collector Street. Under existing conditions, South Entrance Road has 8 lanes total, while the maximum number of lanes for Major-Collector Street is 4 as per the General Plan. Roadway segment analysis for South Entrance Road was conducted assuming 4 lanes.
3. Daily volume data for this section of the road is not available. Daily volumes were estimated using the AM peak hour counts (peak hour counts are approximately 10% of daily volume count) at intersection of South Entrance Road / Innovator Road / Arena Boulevard.

Table 8 – Del Paso Road @ El Centro Road (#1) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#1, Del Paso Road @ El Centro Road					
EBL					
	Existing (2021)	195	15	195	10
	Existing (2021) Plus Proposed Project		15		10
	Cumulative (2040)		290		70
	Cumulative (2040) Plus Proposed Project		280		105
EBR					
	Existing (2021)	140	125	140	30
	Existing (2021) Plus Proposed Project		155		30
	Cumulative (2040)		230		40
	Cumulative (2040) Plus Proposed Project		195		95
WBL					
	Existing (2021)	200	165	200	130
	Existing (2021) Plus Proposed Project		150		140
	Cumulative (2040)		135		70
	Cumulative (2040) Plus Proposed Project		65		75
WBR					
	Existing (2021)	540	20	540	55
	Existing (2021) Plus Proposed Project		35		55
	Cumulative (2040)		50		75
	Cumulative (2040) Plus Proposed Project		50		75
NBL					
	Existing (2021)	280	190	280	150
	Existing (2021) Plus Proposed Project		185		155
	Cumulative (2040)		205		180
	Cumulative (2040) Plus Proposed Project		180		185
SBL					
	Existing (2021)	285	140	285	100
	Existing (2021) Plus Proposed Project		165		110
	Cumulative (2040)		420		380
	Cumulative (2040) Plus Proposed Project		370		380
SBR					
	Existing (2021)	130	15	130	15
	Existing (2021) Plus Proposed Project		15		15
	Cumulative (2040)		45		55
	Cumulative (2040) Plus Proposed Project		25		45
Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations.					

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, 95th percentile queues exceed the available storage for EBL, EBR and SBL turns during the AM peak hour and for SBL during the PM peak hour under Cumulative (2040) and Cumulative (2040) Plus Project conditions. Since the queue length exceeds the available storage under cumulative without project conditions and the project trips adds less than 25 ft of queueing, **there is no Project induced deficiency**.

As an improvement measure, it is recommended the City reconfigure the signal timings at this intersection under the Cumulative (2040) Conditions.

Table 9 – Del Paso Road @ East Commerce Way (#4) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#4, Del Paso Road @ East Commerce Way					
EBL					
Existing (2021)		250	205	250	325
Existing (2021) Plus Proposed Project			205		290
Cumulative (2040)			355		460
Cumulative (2040) Plus Proposed Project			510		450
EBR					
Existing (2021)		165	260	165	150
Existing (2021) Plus Proposed Project			315		260
Cumulative (2040)			330		240
Cumulative (2040) Plus Proposed Project			290		245
WBL					
Existing (2021)		230	210	230	170
Existing (2021) Plus Proposed Project			220		250
Cumulative (2040)			280		310
Cumulative (2040) Plus Proposed Project			310		315
WBR					
Existing (2021)		140	110	140	140
Existing (2021) Plus Proposed Project			130		215
Cumulative (2040)			265		250
Cumulative (2040) Plus Proposed Project			120		260
NBL					
Existing (2021)		225	90	225	180
Existing (2021) Plus Proposed Project			110		275
Cumulative (2040)			185		330
Cumulative (2040) Plus Proposed Project			325		310
NBR					
Existing (2021)		145	80	145	120
Existing (2021) Plus Proposed Project			80		120
Cumulative (2040)			240		255
Cumulative (2040) Plus Proposed Project			240		240
SBL					
Existing (2021)		280	90	280	65
Existing (2021) Plus Proposed Project			85		75
Cumulative (2040)			75		225
Cumulative (2040) Plus Proposed Project			70		270
SBR					
Existing (2021)		195	110	195	20
Existing (2021) Plus Proposed Project			10		10
Cumulative (2040)			185		160
Cumulative (2040) Plus Proposed Project			170		160

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM

peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Condition' and Cumulative (2040) Plus Project Conditions.

#4, Del Paso Road @ East Commerce Way	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	EBR	-
Cumulative (2040) Plus Project Conditions	EBL	NBL
PM peak Hour		
Existing (2021) Plus Project Conditions	-	EBR, WBR, NBL
Cumulative (2040) Plus Project Conditions	-	-

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queueing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Reconfigure Signal Timings

Cumulative (2040) Plus Project Conditions

- Reconfigure Signal Timings

Table 10 – Del Paso Road @ Town Center Drive (#5) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#5, Del Paso Road @ Town Center Drive		EBL			
Existing (2021)		145	175	145	240
Existing (2021) Plus Proposed Project			185		260
Cumulative (2040)			240		250
Cumulative (2040) Plus Proposed Project			240		255
EBR					
Existing (2021)		140	190	140	90
Existing (2021) Plus Proposed Project			230		165
Cumulative (2040)			80		200
Cumulative (2040) Plus Proposed Project			170		250
WBL					
Existing (2021)		250	210	250	145
Existing (2021) Plus Proposed Project			270		185
Cumulative (2040)			340		240
Cumulative (2040) Plus Proposed Project			390		360
WBR					
Existing (2021)		140	170	140	160
Existing (2021) Plus Proposed Project			185		180
Cumulative (2040)			255		230
Cumulative (2040) Plus Proposed Project			260		260
NBL					
Existing (2021)		200	70	200	115
Existing (2021) Plus Proposed Project			155		180
Cumulative (2040)			130		200
Cumulative (2040) Plus Proposed Project			130		210
NBR					
Existing (2021)		200	70	200	75
Existing (2021) Plus Proposed Project			90		135
Cumulative (2040)			70		105
Cumulative (2040) Plus Proposed Project			80		160
SBL					
Existing (2021)		150	310	150	290
Existing (2021) Plus Proposed Project			330		285
Cumulative (2040)			425		385
Cumulative (2040) Plus Proposed Project			430		185
SBR					
Existing (2021)		135	70	135	45
Existing (2021) Plus Proposed Project			75		45
Cumulative (2040)			70		220
Cumulative (2040) Plus Proposed Project			60		220

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations
 Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM

peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#5, Del Paso Road @ Town Center Drive	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	EBR	-
Cumulative (2040) Plus Project Conditions	WBL	EBR
PM peak Hour		
Existing (2021) Plus Project Conditions	EBR	-
Cumulative (2040) Plus Project Conditions	WBR	WBL

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queuing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend the storage length for EBR

Cumulative (2040) Plus Project Conditions

- Extend the storage length for WBR
- Add 2nd WBL turn lane

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 11 – Del Paso Road @ Via Ingoglia (#6) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#6, Del Paso Road @ Via Ingoglia	WBR				
	Existing (2021)	130	20	130	15
	Existing (2021) Plus Proposed Project		120		15
	Cumulative (2040)		15		25
	Cumulative (2040) Plus Proposed Project		155		5

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, there are **no project induced deficiencies**. Under existing conditions, a signal is warranted based on peak hour volumes. As an improvement measure, it is recommended that this unsignalized intersection is signalized (refer to Signal Warrant section in this report for more details).

Table 12 – Del Paso Road @ Five Star Way (#7) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#7, Del Paso Road @ Five Star Way					
EBL					
Existing (2021)		234	255	234	190
Existing (2021) Plus Proposed Project			245		185
Cumulative (2040)			335		100
Cumulative (2040) Plus Proposed Project			240		115
EBR					
Existing (2021)		140	5	140	5
Existing (2021) Plus Proposed Project			5		5
Cumulative (2040)			20		15
Cumulative (2040) Plus Proposed Project			25		20
WBL					
Existing (2021)		210	85	210	30
Existing (2021) Plus Proposed Project			90		45
Cumulative (2040)			210		110
Cumulative (2040) Plus Proposed Project			240		165
WBR					
Existing (2021)		170	30	170	20
Existing (2021) Plus Proposed Project			25		20
Cumulative (2040)			20		10
Cumulative (2040) Plus Proposed Project			15		10
Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations					

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, there are **no project induced deficiencies**.

Under existing conditions, a signal is warranted based on peak hour volumes. As improvement measure, it is recommended that this unsignalized intersection is signalized (refer to Signal Warrant section in this report for more details).

Table 13 – Del Paso Road @ Natomas Boulevard / Truxel Road (#8) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#8, Del Paso Road @ Natomas Blvd. / Truxel Rd.	EBL				
Existing (2021)		350	155	350	255
Existing (2021) Plus Proposed Project			160		230
Cumulative (2040)			95		165
Cumulative (2040) Plus Proposed Project			110		195
	EBR				
Existing (2021)		150	235	150	140
Existing (2021) Plus Proposed Project			240		190
Cumulative (2040)			240		240
Cumulative (2040) Plus Proposed Project			235		230
	WBL				
Existing (2021)		215	90	215	105
Existing (2021) Plus Proposed Project			160		130
Cumulative (2040)			100		90
Cumulative (2040) Plus Proposed Project			125		160
	WBR				
Existing (2021)		140	120	140	150
Existing (2021) Plus Proposed Project			130		145
Cumulative (2040)			205		240
Cumulative (2040) Plus Proposed Project			240		245
	NBL				
Existing (2021)		230	205	230	250
Existing (2021) Plus Proposed Project			170		190
Cumulative (2040)			325		375
Cumulative (2040) Plus Proposed Project			320		360
	NBR				
Existing (2021)		150	30	150	40
Existing (2021) Plus Proposed Project			40		50
Cumulative (2040)			60		40
Cumulative (2040) Plus Proposed Project			50		80
	SBL				
Existing (2021)		200	270	200	110
Existing (2021) Plus Proposed Project			335		110
Cumulative (2040)			260		120
Cumulative (2040) Plus Proposed Project			350		110
	SBR				
Existing (2021)		140	260	140	175
Existing (2021) Plus Proposed Project			270		175
Cumulative (2040)			255		235
Cumulative (2040) Plus Proposed Project			235		245

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#8, Del Paso Road @ Natomas Blvd. / Truxel Rd	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	SBL	-
Cumulative (2040) Plus Project Conditions	WBR, SBL	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	EBR
Cumulative (2040) Plus Project Conditions	-	-

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queueing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend the storage length for EBR and SBL

Cumulative (2040) Plus Project Conditions

- Extend the storage length for WBR

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 14 – East Commerce Way @ West Entrance Road (#9) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#9, East Commerce Way @ West Entrance Road		EBL			
Existing (2021)		200	Note 1	200	Note 1
Existing (2021) Plus Proposed Project			Note 1		Note 1
Cumulative (2040)			230		285
Cumulative (2040) Plus Proposed Project			265		270
		NBL			
Existing (2021)		150	Note 1	150	Note 1
Existing (2021) Plus Proposed Project			Note 1		Note 1
Cumulative (2040)			100		205
Cumulative (2040) Plus Proposed Project			145		240
		NBR			
Existing (2021)		175	5	175	10
Existing (2021) Plus Proposed Project			15		5
Cumulative (2040)			50		40
Cumulative (2040) Plus Proposed Project			75		50
		SBL			
Existing (2021)		240	45	240	20
Existing (2021) Plus Proposed Project			175		70
Cumulative (2040)			40		35
Cumulative (2040) Plus Proposed Project			310		290
		SBR			
Existing (2021)		150	Note 1	150	Note 1
Existing (2021) Plus Proposed Project			Note 1		Note 1
Cumulative (2040)			180		230
Cumulative (2040) Plus Proposed Project			225		160

Note 1: Turn move does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations.

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#9, East Commerce Way @ West Entrance Road	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	EBL, SBR	SBL
PM peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	NBL	SBL

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queueing.

Under Existing (2021) Plus Project Conditions, a signal is warranted based on peak hour volumes. As improvement measure, it is recommended that this unsignalized intersection is signalized (refer to Signal Warrant section in this report for more details).

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Install Signal

Cumulative (2040) Plus Project Conditions

- None

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 15 – East Commerce Way @ Main Entrance Road (#10) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#10, East Commerce Way @ Main Entrance Road	EBL				
Existing (2021)		100	Note 1	100	Note 1
Existing (2021) Plus Proposed Project			Note 1		Note 1
Cumulative (2040)			85		150
Cumulative (2040) Plus Proposed Project			80		60
	NBL				
Existing (2021)		230	Note 1	230	Note 1
Existing (2021) Plus Proposed Project			Note 1		Note 1
Cumulative (2040)			20		150
Cumulative (2040) Plus Proposed Project			120		270
	NBR				
Existing (2021)		145	5	145	10
Existing (2021) Plus Proposed Project			75		100
Cumulative (2040)			10		75
Cumulative (2040) Plus Proposed Project			130		140
	SBL				
Existing (2021)		235	20	235	20
Existing (2021) Plus Proposed Project			15		20
Cumulative (2040)			190		5
Cumulative (2040) Plus Proposed Project			170		5

Note 1: Turn move does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#10, East Commerce Way @ Main Entrance Road	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	NBL

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queuing.

The following improvement measures are recommended:

Cumulative (2040) Plus Project Conditions

- Add 2nd NBL turn lane
- Reconfigure Signal Timings

Table 16 – East Commerce Way @ KSP Arena Driveway (#11) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#11, East Commerce Way @ KSP Arena Driveway	WBL				
Existing (2021)	WBL	135	Note 1	135	Note 1
Existing (2021) Plus Proposed Project			Note 1		Note 1
Cumulative (2040)			175		175
Cumulative (2040) Plus Proposed Project			180		155
NBL					
Existing (2021)	NBL	425	Note 1	425	Note 1
Existing (2021) Plus Proposed Project			Note 1		Note 1
Cumulative (2040)			170		105
Cumulative (2040) Plus Proposed Project			160		285
NBR					
Existing (2021)	NBR	135	5	135	10
Existing (2021) Plus Proposed Project			10		10
Cumulative (2040)			25		20
Cumulative (2040) Plus Proposed Project			40		35
SBL					
Existing (2021)	SBL	200	15	200	15
Existing (2021) Plus Proposed Project			20		10
Cumulative (2040)			410		60

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
Cumulative (2040) Plus Proposed Project			400		55
SBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			*		*
Cumulative (2040)			225		245
Cumulative (2040) Plus Proposed Project			230		220

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the storage length available is sufficient to accommodate the 95th percentile queue for most turning movements and exceeds the available storage during both AM and PM peak hours for certain turn movements. Since the queue length exceeds the available storage under cumulative without project conditions and the project trips adds less than 25 ft of queueing, **there is no Project induced deficiency.**

As an improvement measure, it is recommended the City reconfigure the signal timings at this intersection under the Cumulative (2040) Conditions.

Table 17 – Truxel Road @ East Entrance Road / Terracina Drive (#12) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#12, Truxel Rd. / East Entrance Road @ Terracina Dr					
EBL					
Existing (2021)		340	25	340	15
Existing (2021) Plus Proposed Project			120		145
Cumulative (2040)			20		5
Cumulative (2040) Plus Proposed Project			195		225
EBR					
Existing (2021)		340	15	340	30
Existing (2021) Plus Proposed Project			60		45
Cumulative (2040)			70		65
Cumulative (2040) Plus Proposed Project			105		75
WBL					
Existing (2021)		140	185	140	85
Existing (2021) Plus Proposed Project			190		85
Cumulative (2040)			120		135
Cumulative (2040) Plus Proposed Project			155		130
WBR					
Existing (2021)		140	70	140	55
Existing (2021) Plus Proposed Project			65		50
Cumulative (2040)			100		70
Cumulative (2040) Plus Proposed Project			115		65
NBL					
Existing (2021)		230	15	230	35

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
Existing (2021) Plus Proposed Project			20		65
Cumulative (2040)			420		80
Cumulative (2040) Plus Proposed Project			375		205
NBR					
Existing (2021)			25		125
Existing (2021) Plus Proposed Project		125	15	125	80
Cumulative (2040)			10		20
Cumulative (2040) Plus Proposed Project			5		55
SBL					
Existing (2021)			120		90
Existing (2021) Plus Proposed Project		130	130	130	90
Cumulative (2040)			130		130
Cumulative (2040) Plus Proposed Project			175		145
SBR					
Existing (2021)			10		5
Existing (2021) Plus Proposed Project		130	275	130	60
Cumulative (2040)			55		30
Cumulative (2040) Plus Proposed Project			270		125

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations
 Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#12, Truxel Rd. / East Entrance Road @ Terracina Dr	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	SBR
Cumulative (2040) Plus Project Conditions	-	SBR
PM peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	-

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queuing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend storage length for SBR

Cumulative (2040) Plus Project Conditions

- None

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 18 – Arena Boulevard @ E. Commerce Way (#15) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#15, Arena Blvd. @ E. Commerce Way		EBL			
Existing (2021)		360 ¹	165	360 ¹	285
Existing (2021) Plus Proposed Project			435		360
Cumulative (2040)		700 ¹	590	700 ¹	335
Cumulative (2040) Plus Proposed Project			355		435
		EBR			
Existing (2021)		230	40	230	45
Existing (2021) Plus Proposed Project			30		65
Cumulative (2040)			70		80
Cumulative (2040) Plus Proposed Project			50		60
		WBL			
Existing (2021)		220	30	220	42
Existing (2021) Plus Proposed Project			30		35
Cumulative (2040)			100		115
Cumulative (2040) Plus Proposed Project			110		110
		WBR			
Existing (2021)		150	85	150	100
Existing (2021) Plus Proposed Project			120		165
Cumulative (2040)			265		275
Cumulative (2040) Plus Proposed Project			265		270
		NBL			
Existing (2021)		290	80	290	60
Existing (2021) Plus Proposed Project			80		75
Cumulative (2040)			430		450
Cumulative (2040) Plus Proposed Project			430		375
		NBR			
Existing (2021)		200	30	200	20
Existing (2021) Plus Proposed Project			30		20
Cumulative (2040)			80		30
Cumulative (2040) Plus Proposed Project			90		40
		SBL			
Existing (2021)		290	120	290	105
Existing (2021) Plus Proposed Project			115		110
Cumulative (2040)			730		460
Cumulative (2040) Plus Proposed Project			680		405
1: Storage lengths are different during the Existing and Cumulative Conditions.					
Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations					

EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM

peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#15, Arena Blvd. @ E. Commerce Way	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	EBL	-
Cumulative (2040) Plus Project Conditions	-	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	-

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queuing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Reconfigure Signal Timings

Table 19 – Arena Boulevard @ Sally Ride Way (#16) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#16, Arena Blvd. @ Sally Ride Way		EBL			
Existing (2021)	215	215	20	215	35
Existing (2021) Plus Proposed Project			15		35
Cumulative (2040)			230		195
Cumulative (2040) Plus Proposed Project			205		115
		EBR			
Existing (2021)	150	150	30	150	10
Existing (2021) Plus Proposed Project			25		45
Cumulative (2040)			75		115
Cumulative (2040) Plus Proposed Project			70		90
		WBL			
Existing (2021)	180	180	50	180	35
Existing (2021) Plus Proposed Project			45		30
Cumulative (2040)			65		55
Cumulative (2040) Plus Proposed Project			50		55
		WBR			
Existing (2021)	150	150	15	150	27
Existing (2021) Plus Proposed Project			15		20
Cumulative (2040)			260		290
Cumulative (2040) Plus Proposed Project			215		170

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
NBL					
Existing (2021)		100	70	100	40
Existing (2021) Plus Proposed Project			85		40
Cumulative (2040)			80		90
Cumulative (2040) Plus Proposed Project			80		75
SBR					
Existing (2021)		57	30	57	15
Existing (2021) Plus Proposed Project			40		20
Cumulative (2040)			95		130
Cumulative (2040) Plus Proposed Project			90		145

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations
 Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the storage length available is sufficient to accommodate the 95th percentile queue for most turn movements and exceeds the available storage during both AM and PM peak hours for certain turn movements. Since the queue length exceeds the available storage under cumulative without project conditions and the project trips adds less than 25 ft of queueing, **there is no Project induced deficiency.**

Table 20 – Arena Boulevard @ South Entrance Road / Innovator Drive (#17) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#17, Arena Blvd. / South Entrance Rd. @ Innovator Dr					
EBL					
Existing (2021)		235	30	235	10
Existing (2021) Plus Proposed Project			140		130
Cumulative (2040)			150		90
Cumulative (2040) Plus Proposed Project			120		60
EBR					
Existing (2021)		150	65	150	90
Existing (2021) Plus Proposed Project			85		210
Cumulative (2040)			85		140
Cumulative (2040) Plus Proposed Project			90		135
WBL					
Existing (2021)		190	75	190	75
Existing (2021) Plus Proposed Project			70		70
Cumulative (2040)			85		90
Cumulative (2040) Plus Proposed Project			90		95
WBR					
Existing (2021)		125	10	125	10
Existing (2021) Plus Proposed Project			200		155
Cumulative (2040)			20		55
Cumulative (2040) Plus Proposed Project			205		185
NBL					
Existing (2021)		135	95	135	85

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
Existing (2021) Plus Proposed Project			115		85
Cumulative (2040)			220		230
Cumulative (2040) Plus Proposed Project			225		155
NBR					
Existing (2021)			50		40
Existing (2021) Plus Proposed Project		135	230	135	60
Cumulative (2040)			100		115
Cumulative (2040) Plus Proposed Project			60		55

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations
 Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#17, Arena Blvd. / South Entrance Rd. @ Innovator Dr	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	WBR, NBR
Cumulative (2040) Plus Project Conditions	-	WBR
PM peak Hour		
Existing (2021) Plus Project Conditions	-	EBR, WBR
Cumulative (2040) Plus Project Conditions	-	WBR

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queuing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend storage length for EBR, WBR and NBR

Cumulative (2040) Plus Project Conditions

- None

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 21 – Arena Boulevard @ Truxel Road (#18) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#18, Arena Blvd. @ Truxel Road					
EBL					
Existing (2021)		370	145	370	110
Existing (2021) Plus Proposed Project			100		55
Cumulative (2040)			500		305
Cumulative (2040) Plus Proposed Project			330		205
EBR					
Existing (2021)		150	150	150	125
Existing (2021) Plus Proposed Project			220		220
Cumulative (2040)			150		80
Cumulative (2040) Plus Proposed Project			225		235
WBL					
Existing (2021)		200	95	200	140
Existing (2021) Plus Proposed Project			85		140
Cumulative (2040)			120		265
Cumulative (2040) Plus Proposed Project			135		195
WBR					
Existing (2021)		140	25	140	50
Existing (2021) Plus Proposed Project			30		115
Cumulative (2040)			140		260
Cumulative (2040) Plus Proposed Project			180		195
NBL					
Existing (2021)		215	125	215	245
Existing (2021) Plus Proposed Project			245		230
Cumulative (2040)			250		240
Cumulative (2040) Plus Proposed Project			250		230
NBR					
Existing (2021)		145	90	145	160
Existing (2021) Plus Proposed Project			50		70
Cumulative (2040)			255		360
Cumulative (2040) Plus Proposed Project			180		310
SBL					
Existing (2021)		220	100	220	80
Existing (2021) Plus Proposed Project			115		100
Cumulative (2040)			235		140
Cumulative (2040) Plus Proposed Project			375		150
SBR					
Existing (2021)		140	150	140	70
Existing (2021) Plus Proposed Project			245		80
Cumulative (2040)			195		275
Cumulative (2040) Plus Proposed Project			230		255

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative

(2040) Plus Project Conditions.

#18, Arena Blvd. @ Truxel Road	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	EBR, NBL, SBR
Cumulative (2040) Plus Project Conditions	-	EBR, WBR
PM peak Hour		
Existing (2021) Plus Project Conditions	-	EBR
Cumulative (2040) Plus Project Conditions	-	EBR

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queueing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend storage length for EBR, NBL and SBR

Cumulative (2040) Plus Project Conditions

- None

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 22 – Truxel Road @ Gateway Park Boulevard (#19) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#19, Truxel Road @ Gateway Park Blvd.					
EBL					
Existing (2021)		195	80	195	155
Existing (2021) Plus Proposed Project			90		155
Cumulative (2040)			90		500
Cumulative (2040) Plus Proposed Project			145		430
EBR					
Existing (2021)		195	145	195	150
Existing (2021) Plus Proposed Project			145		160
Cumulative (2040)			125		465
Cumulative (2040) Plus Proposed Project			140		230
WBL					
Existing (2021)		345	220	345	335
Existing (2021) Plus Proposed Project			290		395
Cumulative (2040)			360		420
Cumulative (2040) Plus Proposed Project			375		480
WBR					
Existing (2021)		120	35	120	115
Existing (2021) Plus Proposed Project			25		115
Cumulative (2040)			35		290
Cumulative (2040) Plus Proposed Project			40		505
NBL					
Existing (2021)		380	150	380	270
Existing (2021) Plus Proposed Project			150		220
Cumulative (2040)			145		375
Cumulative (2040) Plus Proposed Project			140		375
NBR					
Existing (2021)		550	205	550	160
Existing (2021) Plus Proposed Project			200		140
Cumulative (2040)			205		240
Cumulative (2040) Plus Proposed Project			200		135
SBL					
Existing (2021)		220	275	220	150
Existing (2021) Plus Proposed Project			400		415
Cumulative (2040)			400		405
Cumulative (2040) Plus Proposed Project			390		410
SBR					
Existing (2021)		200	285	200	250
Existing (2021) Plus Proposed Project			310		310
Cumulative (2040)			1620		600
Cumulative (2040) Plus Proposed Project			1263		1210

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations
 Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM peak hours for certain left and right turn movements. The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative

(2040) Plus Project Conditions.

#19, Truxel Road @ Gateway Park Blvd.	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	SBL	-
Cumulative (2040) Plus Project Conditions	-	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	WBL, SBL
Cumulative (2040) Plus Project Conditions	WBL, WBR, SBR	-

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queuing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Reconfigure Signal Timings

Cumulative (2040) Plus Project Conditions

- Reconfigure Signal Timings

Table 23 – Prosper Road @ Innovator Drive (#24) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#24, Prosper Road @ Innovator Drive	WBL				
Existing (2021)	100	100	30	100	50
Existing (2021) Plus Proposed Project			65		45
Cumulative (2040)			90		80
Cumulative (2040) Plus Proposed Project			60		35
	NBL				
Existing (2021)	100	100	35	100	20
Existing (2021) Plus Proposed Project			40		20
Cumulative (2040)			50		15
Cumulative (2040) Plus Proposed Project			55		5
	SBL				
Existing (2021)	100	100	55	100	40
Existing (2021) Plus Proposed Project			50		40
Cumulative (2040)			105		80
Cumulative (2040) Plus Proposed Project			100		65

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations
 Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, **there is no Project induced deficiency.**

Under Cumulative (2040) Plus Project Conditions, a signal is warranted based on peak hour volumes. As improvement measure, it is recommended that this unsignalized intersection is signalized (refer to Signal Warrant section in this report for more details).

The following improvement measures are recommended:

Cumulative (2040) Plus Project Conditions

- Install Traffic Signal

Table 24 – Truxel Road @ Prosper Road (#25) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#25, Truxel Rd @ Prosper Road					
EBL					
Existing (2021)		140	90	140	45
Existing (2021) Plus Proposed Project			140		45
Cumulative (2040)			115		60
Cumulative (2040) Plus Proposed Project			175		55
WBL					
Existing (2021)		120	25	120	120
Existing (2021) Plus Proposed Project			25		120
Cumulative (2040)			25		125
Cumulative (2040) Plus Proposed Project			25		120
NBL					
Existing (2021)		210	65	210	175
Existing (2021) Plus Proposed Project			165		245
Cumulative (2040)			270		305
Cumulative (2040) Plus Proposed Project			320		320
NBR					
Existing (2021)		195	50	195	50
Existing (2021) Plus Proposed Project			30		35
Cumulative (2040)			60		80
Cumulative (2040) Plus Proposed Project			45		80
SBL					
Existing (2021)		180	140	180	60
Existing (2021) Plus Proposed Project			135		65
Cumulative (2040)			125		100
Cumulative (2040) Plus Proposed Project			120		90
SBR					
Existing (2021)		135	220	135	180
Existing (2021) Plus Proposed Project			215		180
Cumulative (2040)			210		140
Cumulative (2040) Plus Proposed Project			205		145

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown in table above, the 95th percentile queue exceeds the available storage during both AM and PM

peak hours for certain left and right turn movements. The following table summarizes the turning movements that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#25, Truxel Rd @ Prosper Road	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	NBL
Cumulative (2040) Plus Project Conditions	NBL	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	-

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queuing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend storage length for NBL

Cumulative (2040) Plus Project Conditions

- None

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 25 – Innovator Drive @ Sports Parkway North (#101) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#101, Innovator Drive @ Sports Parkway North		EBL			
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			35		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		25
		EBR			
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		10
		WBL			
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
Cumulative (2040) Plus Proposed Project			30		30
WBR					
Existing (2021)			*		*
Existing (2021) Plus Proposed Project		150	20	150	35
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		35
NBL					
Existing (2021)			*		*
Existing (2021) Plus Proposed Project		200	30	200	30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			35		35
NBR					
Existing (2021)			*		*
Existing (2021) Plus Proposed Project		150	10	150	10
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		10
SBL					
Existing (2021)			*		*
Existing (2021) Plus Proposed Project		200	30	200	40
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		45
SBR					
Existing (2021)			*		*
Existing (2021) Plus Proposed Project		150	10	150	10
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		10

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, there are **no project induced deficiencies**.

Table 26 – Five Star Way @ Sports Parkway North / Sports Parkway East (#102) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#102, Five Star Way @ Sports Parkway North					
EBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		25
EBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		20
WBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		30
WBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			30		35
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		30
NBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		30
NBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		25
SBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			20		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		20
SBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			10		15
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			15		20

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, there are **no project induced deficiencies**.

Table 27 – Sports Parkway East @ Terracina Drive (#103) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#103, Sports Parkway East @ Terracina Drive		EBL			
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		30
		EBR			
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		15
		WBL			
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			45		40
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			55		40
		WBR			
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		20
		NBL			
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			25		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		30
		NBR			
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			15		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		15
		SBL			
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		30
		SBR			
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			15		10
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		15

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, there are **no project induced deficiencies**.

Table 28 – Innovator Drive @ Sports Parkway South (#104) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#104, Innovator Drive @ Sports Parkway South					
EBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		30
EBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		20
WBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			80		60
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			75		55
WBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			15		15
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			15		15
NBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		30
NBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			15		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		25
SBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			25		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		30
SBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			15		10

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, there are **no project induced deficiencies**.

Table 29 – Sports Parkway West @ Main Entrance Road (#105) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#105, Sports Parkway West @ Main Entrance Road					
EBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			35		35
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			70		80
EBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			55		45
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			55		50
WBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			75		215
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			105		260
WBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			10		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		25
NBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			55		100
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			50		120
NBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			75		65
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			140		105
SBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			35		35
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		35
SBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			25		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			45		30

* Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#105, Sports Parkway West @ Main Entrance Road	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	WBL

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queueing.

The following improvement measures are recommended:

Cumulative (2040) Plus Project Conditions

- Extend the storage length for WBL

Table 30 – Sports Parkway West @ West Entrance Road (#106) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#106, Sports Parkway West @ West Entrance Road					
EBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			35		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			30		30
EBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			80		55
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			90		55
WBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			85		60
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			90		60
WBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		30
NBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			100		230
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			120		230
NBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			30		35
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		50
SBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			25		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		30
SBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			5		10
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		10

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#106, Sports Parkway West @ West Entrance Road	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	NBL
Cumulative (2040) Plus Project Conditions	-	NBL

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queueing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend storage length for NBL

Cumulative (2040) Plus Project Conditions

- None

Note: All improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place and are not identified under Cumulative (2040) Plus Project conditions.

Table 31 – Innovator Drive @ West Entrance Road (#107) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#107, Innovator Drive @ West Entrance Road					
EBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			50		75
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		45
EBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			35		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			80		30
WBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			75		30
WBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		40
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		20
NBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			30		30
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			55		30
NBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			15		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		15
SBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			25		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		25
SBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		10
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		15

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

As shown above, there are **no project induced deficiencies**.

Table 32 – Innovator Drive @ Main Entrance Road (#108) Queuing Analysis Results

Intersection / Analysis Scenario	Movement	AM Peak-Hour		PM Peak-Hour	
		Available Storage (ft)	95 th % Queue (ft)	Available Storage (ft)	95 th % Queue (ft)
#108, Innovator Drive @ Main Entrance Road					
EBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			20		25
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		25
EBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			15		10
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			10		10
WBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			60		115
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			55		50
WBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			30		90
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			25		80
NBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			20		85
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			15		10
NBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			65		50
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			50		50
SBL					
Existing (2021)		200	*	200	*
Existing (2021) Plus Proposed Project			245		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			210		185
SBR					
Existing (2021)		150	*	150	*
Existing (2021) Plus Proposed Project			20		20
Cumulative (2040)			*		*
Cumulative (2040) Plus Proposed Project			20		20

*Movement does not exist under this scenario.

Bold represents unacceptable operations and gray shading represents a project induced deficiency resulting in improvement recommendations

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

The following table summarizes the turn moves that are affected by the addition of project trips under the Existing Plus Project Conditions and Cumulative (2040) Plus Project Conditions.

#108, Innovator Drive @ Main Entrance Road	Project Trips Contributing to an Existing Deficiency (Adding > 25 ft of Queuing)	Project Trips Creates a Deficiency
AM Peak Hour		
Existing (2021) Plus Project Conditions	SBL	-
Cumulative (2040) Plus Project Conditions	-	-
PM peak Hour		
Existing (2021) Plus Project Conditions	-	-
Cumulative (2040) Plus Project Conditions	-	-

For other turning movements, either the storage length available is sufficient to accommodate the 95th percentile queue length estimated, or the queue lengths exceeds the available storage under the without project conditions, or the project trips add less than 25 ft of queueing.

The following improvement measures are recommended:

Existing (2021) Plus Project Conditions

- Extend the storage length for SBL

FREEWAY ANALYSIS RESULTS

The basic freeway study segments were analyzed using HCM 6th Edition methodologies to determine expected vehicle densities under study scenarios. The results are presented below as follows:

- Existing Conditions freeway operations are summarized in **Table 33**
- Existing Plus Project Conditions freeway operations are summarized in **Table 34**
- Cumulative Conditions freeway operations are summarized in **Table 35**
- Cumulative Plus Project Conditions freeway operations are summarized in **Table 36**

There are no programmed freeway mainline improvements to increase freeway capacity. Freeway density as reported below is for informational purposes only to help in understanding the transportation characteristics of these facilities and to understand how freeway density may change as a result of Project development in the future.

- Northbound I-5 in Cumulative Plus Project Conditions is expected to operate at a density of 47.0 passenger cars per mile per lane. **This project induced deficiency is considered unavoidable.**

Table 33 – Interstate 5 Existing and Plus Project Conditions Freeway Segment Vehicle Densities

I-5				Existing	Plus Project
Direction	Segment	Type	Peak Hour	Density ^a	Density ^a
Northbound	I-80 to Arena Boulevard	Basic	AM	12.9	15.2
			PM	20.4	22.6
	Arena Boulevard Overcrossing	Basic	AM	13.5	13.5
			PM	21.4	21.4
	Del Paso Road Overcrossing	Basic	AM	14.7	14.7
			PM	23.6	23.6
	SR-99 On Ramp to SR-99 Off-Ramp	Basic	AM	12.9	13.4
			PM	18.3	19.7
Southbound	SR-99 Off-Ramp to SR-99 On Ramp	Basic	AM	14.8	15.4
			PM	13.2	13.7
	Del Paso Road Overcrossing	Basic	AM	15.9	16.0
			PM	13.4	13.6
	Arena Boulevard Overcrossing	Basic	AM	16.8	18.4
			PM	12.9	16.1
	Arena Boulevard to I-80	Basic	AM	17.5	18.8
			PM	12.3	14.8

Notes:

a- Density measured in passenger cars/lane/mile (pc/ln/mi)

Table 34 – Interstate 80 Existing and Plus Project Conditions Freeway Segment Vehicle Densities

I-80				Existing	Plus Project	
Direction	Segment	Type	Peak Hour	Density ^a	Density ^a	
Eastbound	I-5 to Truxel Road	Basic	AM	15.4	15.5	
			PM	16.6	16.8	
	Truxel Road Overcrossing	Basic	AM	15.4	16.3	
			PM	18.0	20.7	
	Truxel Road to Northgate Boulevard	Basic	AM	15.2	15.8	
			PM	16.5	18.4	
	Northgate Boulevard Overcrossing	Basic	AM	16.6	17.5	
			PM	20.1	23.0	
	Northgate Boulevard to Norwood Avenue	Basic	AM	15.6	16.3	
			PM	20.3	22.5	
	Westbound	Norwood Avenue to Northgate Boulevard	Basic	AM	19.8	21.5
				PM	17.6	18.7
Northgate Boulevard Overcrossing		Basic	AM	20.3	22.6	
			PM	19.0	20.5	
Northgate Boulevard to Truxel Road		Basic	AM	17.2	18.7	
			PM	17.4	18.5	
Truxel Road Overcrossing		Basic	AM	19.1	19.1	
			PM	18.1	18.1	
Truxel Road to I-5		Basic	AM	19.7	20.0	
			PM	18.0	18.6	

Notes:

a- Density measured in passenger cars/lane/mile (pc/l/mi)

Table 35 – Interstate 5 Cumulative and Plus Project Conditions Freeway Segment Vehicle Densities

I-5				Cumulative	Plus Project
Direction	Segment	Type	Peak Hour	Density ^a	Density ^a
Northbound	I-80 to Arena Boulevard	Basic	AM	35.2	40.6
			PM	41.2	47.0
	Arena Boulevard Overcrossing	Basic	AM	24.8	24.8
			PM	22.1	22.1
	Del Paso Road Overcrossing	Basic	AM	27.7	27.7
			PM	41.5	41.5
SR-99 On Ramp to SR-99 Off-Ramp	Basic	AM	15.8	16.4	
		PM	23.4	25.0	
Southbound	SR-99 Off-Ramp to SR-99 On Ramp	Basic	AM	18.3	18.9
			PM	16.2	16.7
	Del Paso Road Overcrossing	Basic	AM	20.4	20.6
			PM	16.8	17.3
	Arena Boulevard Overcrossing	Basic	AM	26.5	27.9
			PM	27.2	32.1
Arena Boulevard to I-80	Basic	AM	28.7	30.0	
		PM	34.4	39.7	

Notes:

a- Density measured in passenger cars/lane/mile (pc/l/mi)

Table 36 – Interstate 80 Cumulative and Plus Project Conditions Freeway Segment Vehicle Densities

I-80				Cumulative	Plus Project
Direction	Segment	Type	Peak Hour	Density ^a	Density ^a
Eastbound	I-5 to Truxel Road	Basic	AM	20.2	20.4
			PM	17.6	17.7
	Truxel Road Overcrossing	Basic	AM	20.2	21.1
			PM	20.5	22.8
	Truxel Road to Northgate Boulevard	Basic	AM	22.6	23.4
			PM	20.5	22.2
	Northgate Boulevard Overcrossing	Basic	AM	24.4	25.5
			PM	22.5	25.0
	Northgate Boulevard to Norwood Avenue	Basic	AM	21.9	22.6
			PM	23.4	25.4
Westbound	Norwood Avenue to Northgate Boulevard	Basic	AM	20.5	21.8
			PM	20.5	21.4
	Northgate Boulevard Overcrossing	Basic	AM	20.3	22.0
			PM	25.0	26.6
	Northgate Boulevard to Truxel Road	Basic	AM	17.6	18.8
			PM	23.2	24.2
	Truxel Road Overcrossing	Basic	AM	17.1	17.1
			PM	22.3	22.3
	Truxel Road to I-5	Basic	AM	19.8	20.4
			PM	23.3	24.5

Notes:

a- Density measured in passenger cars/lane/mile (pc/l/mi)

SIGNAL WARRANT RESULTS

A peak-hour signal warrant analysis was performed for the unsignalized study intersections for each analysis scenario. The analysis was completed in accordance with the California Manual for Uniform Traffic Control Devices (Ca-MUTCD) Peak Hour Signal Warrant standards. The signal warrant analysis results are summarized in the tables below for each scenario as follows:

- Existing Conditions signal warrants are summarized in **Table 37**
 - Study intersection #6 and #7 both exceed volume thresholds and meet the peak hour warrant however they do not meet the approach delay threshold prescribed in the MUTCD. Both of these intersections have side-street right-out-only stop-controlled approaches that facilitate higher acceptable volumes of stop-controlled traffic turning onto the major road. This results in little delay despite above threshold volumes.
- Existing Plus Project Conditions warrants are summarized in **Table 38**
 - Intersections #6, #7, #9, #105 and #108 all meet peak hour signal warrants. Cumulative Conditions signal warrants are summarized in **Table 39**
 - Study intersection #6 and #7 both exceed volume thresholds and meet the peak hour warrant however they do not meet the approach delay threshold prescribed in the MUTCD. Both of these intersections have side-street right-out-only stop-controlled approaches that facilitate higher acceptable volumes of stop-controlled traffic turning onto the major road. This results in little delay despite above threshold volumes.
- Cumulative Plus Project Conditions signal warrants are summarized in **Table 40**
 - Intersections #6, #7, #24, and #105 all meet peak hour signal warrants.

It should be noted that, in addition to the above, the following study intersections are recommended to be signalized, and analyzed as such, based on the City of Sacramento’s pedestrian crossing treatment table:

- Intersection #101 Sports Parkway North @ Innovator Drive
- Intersection #102 Sports Parkway North @ Five Star Way
- Intersection #103 Sports Parkway East @ Terracina Drive
- Intersection #104 Sports Parkway South @ Innovator Drive
- Intersection #106 Sports Parkway West @ West Entrance Road
- Intersection #107 West Entrance Road @ Innovator Drive

Table 37 – Existing Conditions Peak Hour Signal Warrant Summary

Int #	Peak Hour	Section 4C.04.A		Section 4C.04.B	Meets Peak Hour Signal Warrant?
		Volume Thresholds Exceeded?	Approach Delay Threshold Exceeded?	Plots Above Volume Thresholds?	
6	AM	Yes	No	Yes	Yes
	PM	Yes	No	Yes	
7	AM	Yes	No	Yes	Yes
	PM	No	No	No	
9	AM	No	No	No	No
	PM	No	No	No	
11	AM	No	No	No	No
	PM	No	No	No	
24	AM	Yes	No	No	No
	PM	No	No	No	

Table 38 – Existing Plus Project Conditions Peak Hour Signal Warrant Summary

Int #	Peak Hour	Section 4C.04.A		Section 4C.04.B	Meets Peak Hour Signal Warrant?
		Volume Thresholds Exceeded?	Approach Delay Threshold Exceeded?	Plots Above Volume Thresholds?	
6	AM	Yes	No	Yes	Yes
	PM	Yes	No	Yes	
7	AM	Yes	No	Yes	Yes
	PM	No	No	Yes	
9	AM	Yes	No	Yes	Yes
	PM	Yes	No	Yes	
11	AM	No	No	No	No
	PM	No	No	No	
24	AM	Yes	No	No	No
	PM	No	No	No	
101	AM	No	No	No	No
	PM	No	No	No	
102	AM	No	No	No	No
	PM	No	No	No	
103	AM	No	No	No	No
	PM	No	No	No	
104	AM	No	No	No	No
	PM	No	No	No	
105	AM	Yes	Yes	No	Yes
	PM	Yes	Yes	No	
106	AM	No	No	No	No
	PM	No	No	No	
107	AM	No	No	No	No
	PM	No	No	No	
108	AM	Yes	No	No	Yes
	PM	Yes	No	Yes	

Table 39 – Cumulative Conditions Peak Hour Signal Warrant Summary

Int #	Peak Hour	Section 4C.04.A		Section 4C.04.B	Meets Peak Hour Signal Warrant?
		Volume Thresholds Exceeded?	Approach Delay Threshold Exceeded?	Plots Above Volume Thresholds?	
6	AM	Yes	Yes	Yes	Yes
	PM	No	No	No	
7	AM	Yes	Yes	Yes	Yes
	PM	Yes	Yes	Yes	
24	AM	Yes	No	No	No
	PM	Yes	No	No	

Table 40 – Cumulative Plus Project Conditions Peak Hour Signal Warrant Summary

Int #	Peak Hour	Section 4C.04.A		Section 4C.04.B	Meets Peak Hour Signal Warrant?
		Volume Thresholds Exceeded?	Approach Delay Threshold Exceeded?	Plots Above Volume Thresholds?	
6	AM	Yes	Yes	Yes	Yes
	PM	No	No	No	
7	AM	Yes	Yes	Yes	Yes
	PM	Yes	Yes	Yes	
24	AM	Yes	No	No	No
	PM	Yes	No	No	
101	AM	No	No	No	No
	PM	No	No	No	
102	AM	No	No	No	No
	PM	No	No	No	
103	AM	No	No	No	No
	PM	No	No	No	
104	AM	No	No	No	No
	PM	No	No	No	
105	AM	Yes	Yes	Yes	Yes
	PM	Yes	Yes	Yes	
106	AM	No	No	No	No
	PM	Yes	No	No	
107	AM	No	No	No	No
	PM	No	No	No	
108	AM	No	No	No	No
	PM	Yes	No	No	

INTERNAL ROADWAY EVALUATION

In addition to the analysis performed in the previous four sections, consideration was given to the internal roadway network for the project. **Table 41** summarizes the planned roadway cross-section in number of lanes as well as classification. These roadway definitions were compared to capacities listed in the City’s Design Procedures Manual to determine if planned cross-sections are sufficient to accommodate the trip generation characteristics of the project. Based on this analysis the following roadway segments are not expected to be able to accommodate projected daily volumes:

- Innovator Drive between Main Entrance Road/Terracina Drive and Sports Parkway South will exceed threshold volumes in Existing Plus Project conditions. However, as volumes redistribute into Cumulative Plus Project Conditions the roadway is expected to facilitate all daily traffic demands.
- Innovator Drive between Sports Parkway South and Arena Boulevard will exceed threshold volumes in Existing Plus Project conditions. However, as volumes redistribute into Cumulative Plus Project Conditions the roadway is expected to facilitate all daily traffic demands.
- Main Entrance Road between Sports Parkway West and Innovator Drive will exceed threshold volumes under both Existing Plus Project and Cumulative Plus Project conditions. Increasing the cross-section to 4-lanes would allow it to accommodate projected traffic demand.

Table 41 – Internal Roadway Volumes and Operation

Roadway	Segment	Number of through lanes	Classification	Threshold	Ex+P Daily Vol	Under Threshold?	Cu+P Daily Vol	Under Threshold?
Five Star Way	Del Paso Road to Sports Parkway	2	Major Collector	13,000	680	Yes	850	Yes
Innovator Drive	Del Paso Road to Sports Parkway North	2	Major Collector	13,000	6,650	Yes	5,460	Yes
	Sports Parkway North to West Entrance Road	4	Major Collector	25,000	7,160	Yes	4,770	Yes
	West Entrance Road to Main Entrance Road / Terracina Drive	4	Major Collector	25,000	5,730	Yes	3,820	Yes
	Main Entrance Road / Terracina Drive to Sports Parkway South	4	Major Collector	25,000	29,490	No	23,190	Yes
	Sports Parkway South to Arena Boulevard	4	Major Collector	25,000	30,520	No	24,210	Yes
Main Entrance Road	East Commerce Way to Sports Parkway West	4	Major Collector	25,000	14,660	Yes	18,240	Yes
	Sports Parkway West to Innovator Drive	2	Minor Collector	8,000	11,350	No	13,110	No
Sports Parkway	Innovator Drive to Five Star Way	2	Major Collector	13,000	850	Yes	680	Yes
	Five Star Way to Terracina Drive	2	Major Collector	13,000	680	Yes	850	Yes
	Terracina Drive to Innovator Drive	2	Major Collector	13,000	2,050	Yes	2,220	Yes
	Innovator Drive to Main Entrance Road	2	Major Collector	13,000	6,720	Yes	9,910	Yes
	Main Entrance Road to West Entrance Road	2	Major Collector	13,000	7,670	Yes	9,720	Yes
	West Entrance Road to Innovator Drive	2	Major Collector	13,000	680	Yes	680	Yes

Roadway	Segment	Number of through lanes	Classification	Threshold	Ex+P Daily Vol	Under Threshold?	Cu+P Daily Vol	Under Threshold?
Terracina Drive	Innovator Drive to Sports Parkway East	2	Major Collector	13,000	8,520	Yes	8,350	Yes
	Sports Parkway East to Truxel Road	4	Major Collector	25,000	9,040	Yes	8,870	Yes
West Entrance Road	East Commerce Way to Sports Parkway West	4	Major Collector	25,000	5,630	Yes	9,380	Yes
	Sports Parkway West to Innovator Drive	4	Minor Collector	25,000	2,730	Yes	4,770	Yes

IMPACT TRIGGER ANALYSIS

In an effort to determine the timing that the improvements identified previously in this report need to be constructed, a trigger analysis was performed on each identified queuing and roadway segment deficiency, signal warrant, and internal roadway widening. This analysis determined the percentage of project trips that would trigger the deficiency to estimate the amount of development that triggers the need to improve the roadway network for each deficiency.

Queuing

Table 42 below summarizes the percentage of the total project, measured using the trips generated by each land use as shown in **Table 1**, that triggers the need for each improvement for Existing (2021) plus Project Conditions. As shown in **Table 42** below, the number of project trips that trigger the need for an improvement range from less than one percent to one hundred-percent.

Table 42 – Existing (2021) plus Project Queuing Trigger Percentage

Int #	Movement	Storage (ft)	Peak-Hour	Queue Length		% Project Trigger
				Ex	Ex+P	
4	EBR	165	AM	260	315	45%
4	EBR	165	PM	150	260	14%
4	WBR	140	PM	140	215	0%
4	NBL	225	PM	180	275	47%
5	EBR	140	AM	190	230	63%
5	EBR	140	PM	90	165	67%
8	SBL	200	AM	270	335	38%
8	EBR	150	PM	140	190	20%
12	SBR	130	AM	10	275	45%
15	EBL	360	AM	165	435	72%
17	WBR	125	AM	10	200	61%
17	NBR	230	AM	50	230	100%
17	EBR	150	PM	90	210	50%
17	WBR	125	PM	10	155	79%
18	EBR	150	AM	150	220	0%
18	NBL	215	AM	125	245	75%
18	SBR	140	AM	150	245	26%
18	EBR	150	PM	125	220	26%
19	SBL	220	AM	275	400	20%
19	WBL	345	PM	335	395	17%
19	SBL	220	PM	150	415	26%
25	NBL	210	PM	175	245	50%
106	NBL	200	PM	0	230	87%
108	SBL	200	AM	0	245	82%

Table 43 below summarizes the percentage of the total project, measured using the trips generated by each land use as shown in **Table 1**, that triggers the need for each improvement for Cumulative (2040) plus Project Conditions. As shown in **Table 43** below, the number of project trips that trigger the need for an improvement range from less than one percent to eighty-seven percent.

Table 43 – Cumulative (2040) plus Project Queuing Trigger Percentage

Int #	Movement	Storage (ft)	Peak-Hour	Queue Length		% Project Trigger
				Ex	Ex+P	
4	EBL	250	AM	355	510	16%
4	NBL	225	AM	185	325	29%
5	WBL	250	AM	340	390	50%
5	EBR	140	PM	200	250	50%
5	WBR	140	PM	230	260	83%
5	WBL	250	PM	240	360	8%
8	WBR	140	AM	205	240	71%
8	SBL	200	AM	260	350	28%
9	EBL	200	AM	230	265	71%
9	SBR	150	AM	180	225	56%
9	NBL	150	PM	205	240	71%
9	SBL	240	AM	40	310	74%
9	SBL	240	PM	35	290	80%
10	NBL	230	PM	150	270	67%
12	SBR	130	PM	55	270	35%
17	WBR	125	AM	20	205	57%
17	WBR	125	PM	55	185	54%
18	EBR	150	AM	150	225	0%
18	WBR	140	AM	140	180	0%
18	EBR	150	PM	80	235	45%
19	WBL	345	PM	420	480	42%
19	WBR	120	PM	290	505	12%
19	SBR	200	PM	600	1210	4%
25	NBL	210	AM	270	320	50%
105	WBL	200	PM	0	260	77%
106	NBL	200	PM	0	230	87%

Roadway Segment

While no improvement was identified and the deficiency only occurs for future conditions, **Table 44** below summarizes the point at which the Project causes the study roadway segment to exceed the LOS D volume threshold. As shown in **Table 44**, only 8-percent of the project’s total trips are needed for the roadway segment to exceed the LOS D volume threshold.

Table 44 – Roadway Segment Trigger Percentage

Roadway	Segment	LOS Standard	Roadway Type	No. of Lanes	Volume Threshold	Cumul 2040	Cumul+P 2040	Project Trips	% Project Trigger
Del Paso Road	I-5 Northbound Ramps to East Commerce Way	D	Arterial H	6	54,000	53,770	56,552	2,782	8%

Signal Warrants

For those intersections that trigger the need for a traffic signal based on the intersection delay or the side-street volume, **Table 45** summarizes the percent of project trips that trigger the need for the signal. As shown in **Table 45**, for Existing (2021) plus Project conditions, signals are triggered between 14-percent and 92-percent. While both peak-hours are shown, only the lowest percentage of project trips should be used to determine the point at which a traffic signal is needed. The intersections which were identified as needing a traffic signal for reasons unrelated to intersection delay or side-street volumes are not tied to project trips and therefore were not included in this analysis.

Table 45 – Signal Warrant Trigger Percentage

INT #	Peak-Hour	Existing Trigger %	Cumulative Trigger %
9	AM	18%	-
9	PM	24%	-
105	AM	26%	23%
105	PM	14%	1%
108	PM	92%	-

Internal Roadway

For the internal roadways that trigger the need for widening compared to the assumed number of lanes, a trigger analysis was completed to determine the point at which additional lanes are needed. While two roadways trigger the need for widening for Existing (2021) plus Project conditions, the redistribution of traffic under Cumulative (2040) plus Project conditions causes these roadways to fall under the volume threshold. Therefore, only the roadway segment shown in **Table 46** was included in this analysis. As shown in **Table 46**, once seventy-eight percent of the project is constructed, based on the number of trips generated, the roadway will need to be widened under Cumulative (2040) plus Project conditions.

Table 46 – Internal Roadway Trigger Percentage

Roadway	Segment	Number of lanes	Classification	Daily Volume Threshold	Cumul+P Daily Vol	% Trigger
Main Entrance Road	Sports Parkway West to Innovator Drive	2	Minor Collector	8,000	10,310	78%

HOSPITAL IMPROVEMENTS

In order to determine the improvements needed once the hospital is constructed under the assumption that the hospital is constructed before any other component of the project, a trigger analysis was first completed to determine what share of the overall project trips the hospital generates. As shown in **Table 47** below, the hospital generates eleven-percent of all daily trips, eighteen-percent of all AM peak-hour trips, and twelve-percent of all PM peak-hour trips.

Table 47 – Hospital Trip Generated as a Percentage of Total Project Trips Generated

ITE Land Use	ITE Land Use Code	Project Size	Daily Trips	AM Peak-Hour			PM Peak-Hour				
				Total Trips	IN	/	OUT	Total Trips	IN	/	OUT
Hospital	610	400 Bed(s)	8,928	736	530	/	206	756	212	/	544
Total Project Trips Generated			80,417	4,177	2,692	/	1,485	6480	2,466	/	4,014
Percent Hospital Share			11%	18%	20%	/	14%	12%	9%	/	14%

To determine which improvements need to be in place by the time the hospital is constructed, the

percentage at which each improvement is triggered was compared to the percentage the hospital generates for its respective time period. Therefore, queuing or signal improvements triggered in the AM and PM peak-hours were compared to the eighteen and twelve-percent hospital thresholds, respectively, and roadway segment improvements were compared to the hospital's eleven-percent threshold. Below is a summary of the improvements needed prior to the completion of the construction of the hospital. The improvements are listed by their intersection number (where applicable), the movement (where applicable), and which analysis scenario the improvement is triggered.

Queues

- Intersection #4, Westbound Right, Existing (2021) plus Project
- Intersection #4, Eastbound Left, Cumulative (2040) plus Project
- Intersection #5, Westbound Left, Cumulative (2040) plus Project
- Intersection #18, Eastbound Right, Existing (2021) plus Project
- Intersection #18, Eastbound Right, Cumulative (2040) plus Project
- Intersection #18, Westbound Right, Cumulative (2040) plus Project
- Intersection #19, Westbound Right, Cumulative (2040) plus Project
- Intersection #19, Southbound Right, Cumulative (2040) plus Project

Roadway Segment

- Del Paso Road, I-5 Northbound Ramps to E Commerce Way, Cumulative (2040) plus Project

Signal Warrant

- Intersection #105, Existing (2021) plus Project
- Intersection #105, Cumulative (2040) plus Project

In addition to the above improvements, the following improvements should be constructed to accommodate pedestrians, bicyclists, transit, hospital operations such as pre-emption for emergency vehicles, and retail and university traffic when constructed:

- Construction of the full roadway improvements along Main Entrance Road between East Commerce Way and Innovator Drive as a 4-lane major collector. This includes the signalization of Intersections #10, #105, and #108. The segment currently exceeds the daily volume threshold for a two-lane roadway and the additional lanes are needed to assist with operational characteristics of a medical campus and university and for the benefit of emergency vehicle circulation. Finally, due to the transitions that would be needed for a two lane roadway with a 40 mph design speed, a relatively short two-lane section would emerge in the center, further supporting the need for a four-lane roadway.
- Construction of the full roadway improvements along Innovator Drive between Main Entrance Road and Arena Boulevard as a 4-lane major collector. This includes the signalization of Intersections #17, #104, and #108.

CONCLUSIONS

The following are the primary findings of this LTA:

Roadway Segments

The addition of project traffic to the road network increases the daily traffic volumes along Del Paso Road (between I-5 Northbound Ramps and East Commerce Way) causes the roadway segment to operate at LOS E under Cumulative (2040) Plus Project Conditions. This segment operates at acceptable LOS D under Cumulative (2040) No Project Conditions. This change in LOS is **considered as a deficiency caused by project traffic**.

Intersection Queuing

The addition of project trips under the Existing (2021) Plus Project and Cumulative (2040) Plus Project scenarios, either contributes to an existing queue length deficiency or creates a project induced queue length deficiency at some study intersections, causing the 95th percentile queues to increase beyond the available storage length. For those movements where a deficiency can be removed by retiming the signal, it is recommended that the Project applicant fund a signal timing study for distinct phases (i.e., final map) to address signal timing modifications required as a group rather than on a case-by-case basis.

The study intersections/movements with queue length deficiencies caused by project trips under the Existing (2021) Plus Project conditions is summarized below along with recommended improvements.

Existing (2021) Plus Project Conditions

# Int.	Project Trips Contributing to an Existing Queue Length Deficiency (Adding > 25 ft of Queuing)		Project Trips Creating a Queue Length Deficiency		Recommended Improvements
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
#4	Del Paso Road @ East Commerce Way				
	EBR			EBR, WBR, NBL	Reconfigure Signal Timings
#5	Del Paso Road @Town Center Drive				
	EBR	EBR	-	-	Extend storage length for EBR
#8	Del Paso Road @ Natomas Blvd. / Truxel Rd.				
	SBL	-	-	EBR	Extend storage length for EBR and SBL
#9	East Commerce Way @ West Entrance Road				
	-	-	-	-	Install Signal
#12	Truxel Rd. / East Entrance Road @ Terracina Dr				
	-	-	SBR	-	Extend storage length for SBR
#15	Arena Blvd. @ E. Commerce Way				
	EBL	-	-	-	Reconfigure Signal Timings
#17	Arena Blvd. / South Entrance Rd. @ Innovator Dr				
	-	-	WBR, NBR	EBR, WBR	Extend storage length for EBR, WBR and NBR
#18	Arena Blvd. @ Truxel Road				
	-	-	EBR, NBL, SBR	EBR	Extend storage length for EBR, NBL and SBR
#19	Truxel Road @ Gateway Park Blvd.				
	SBL	-	-	WBL, SBL	Reconfigure Signal Timings
#24	Truxel Road @ Prosper Road				
	-	-	NBL	-	Extend storage length for NBL
#106	Sports Parkway West @ West Entrance Road				
	-	-	NBL	-	Extend storage length for NBL
#108	Innovator Drive @ Main Entrance Road				
	SBL	-	-	-	Extend storage length for SBL

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

It should be noted that all recommended improvements identified as part of Existing (2021) Plus Project conditions are assumed to be in place prior to Cumulative (2040) Plus Project conditions.

The table below summarizes all turn moves with queue length deficiencies caused by project trips under the Cumulative (2040) Plus Project conditions, however, only additional improvements which are needed are identified.

Cumulative (2040) Plus Proposed Project Conditions

# Int.	Project Trips Contributing to an Existing Queue Length Deficiency (Adding > 25 ft of Queuing)		Project Trips Creating a Queue Length Deficiency		Recommended Improvements
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
#4	Del Paso Road @ East Commerce Way				
	EBL	-	NBL	-	Reconfigure Signal Timings
#5	Del Paso Road @Town Center Drive				
	WBL	EBR	WBR	WBL	*Extend storage length for WBR *Add 2 nd WBL turn lane
#8	Del Paso Road @ Natomas Blvd. / Truxel Rd.				
	WBR, SBL	-	-	-	Extend storage length for WBR
#9	East Commerce Way @ West Entrance Road				
	EBL, SBR	NBL	SBL	SBL	
#10	East Commerce Way @ Main Entrance Road				
	-	-	-	NBL	*Add 2 nd NBL turn lane *Reconfigure Signal Timings
#12	Truxel Road / East Entrance Road @ Terracina Dr				
	-	-	-	SBR	
#17	Arena Blvd. / South Entrance Rd. @ Innovator Dr				
	-	-	WBR	WBR	
#18	Arena Blvd. @ Truxel Road				
	-	-	EBR, WBR	EBR	
#19	Truxel Road @ Gateway Park Blvd.				
	-	WBL, WBR, SBR	-	-	Reconfigure Signal Timings
#24	Truxel Road @ Prosper Road				
	-	-	-	-	Install Traffic Signal
#25	Truxel Road @ Prosper Road				
	NBL	-	-	-	
#105	Sports Parkway West @ Main Entrance Road				
	-	-	-	WBL	Extend storage length for WBL
#106	Sports Parkway West @ West Entrance Road				
	-	-	-	NBL	Extend storage length for NBL

Note: EBL – Eastbound Left, EBR – Eastbound Right, WBL – Westbound Left, WBR – Westbound Right, NBL – Northbound Left, NBR – Northbound Right, SBL – Southbound Left, SBR – Southbound Right

Freeway Segments

There are no programmed freeway mainline improvements to increase freeway capacity. Freeway density as reported below is for informational purposes only to help in understanding the transportation characteristics of these facilities and to understand how freeway density may change as a result of Project development in the future.

- Northbound I-5 in Cumulative Plus Project Conditions is expected to operate at a density of 47.0 passenger cars per mile per lane. **This project induced deficiency is considered unavoidable.**

Signal Warrants

Peak hour signal warrants were met at the following unsignalized study intersection:

- Intersection #6 Del Paso Road @ Via Ingolia
- Intersection #7 Del Paso Road @ Five Star Way
- Intersection #9 East Commerce Way @ West Entrance Road (Future Snowy Egret Drive)
 - In a planned improvement this intersection was assumed to be signalized in Cumulative and Plus Project Conditions.
- Intersection #105 Sports Parkway West @ Main Entrance Road
- Intersection #108 Innovator Drive @ Main Entrance Road/Terracina Drive

In addition to the above, the following study intersections are recommended to be signalized, and analyzed as such, based on the City of Sacramento's pedestrian crossing treatment table:

- Intersection #101 Sports Parkway North @ Innovator Drive
- Intersection #102 Sports Parkway North @ Five Star Way
- Intersection #103 Sports Parkway East @ Terracina Drive
- Intersection #104 Sports Parkway South @ Innovator Drive
- Intersection #106 Sports Parkway West @ West Entrance Road
- Intersection #107 West Entrance Road @ Innovator Drive

Internal Roadway Sizing

Based on this analysis the following roadway segments are not expected to be able to accommodate projected daily volumes:

- Innovator Drive between Terracina Drive and Sports Parkway South will exceed threshold volumes in Existing Plus Project conditions. However, as volumes redistribute into Cumulative Plus Project Conditions the roadway is expected to facilitate all daily traffic demands
- Innovator Drive between Sports Parkway South to Arena Boulevard will exceed threshold volumes in Existing Plus Project conditions. However, as volumes redistribute into Cumulative Plus Project Conditions the roadway is expected to facilitate all daily traffic demands
- Main Entrance Road between Sports Parkway West and Innovator Drive will exceed threshold volumes under both Existing Plus Project and Cumulative Plus Project conditions. Increasing the cross-section to 4-lanes would allow it to accommodate projected traffic demand.

Hospital Improvements

Below is a summary of the improvements needed prior to the completion of the construction of the hospital. The improvements are listed by their intersection number (where applicable), the movement (where applicable), and which analysis scenario the improvement is triggered.

Queues

- Intersection #4, Westbound Right, Existing (2021) plus Project
- Intersection #4, Eastbound Left, Cumulative (2040) plus Project
- Intersection #5, Westbound Left, Cumulative (2040) plus Project

- Intersection #18, Eastbound Right, Existing (2021) plus Project
- Intersection #18, Eastbound Right, Cumulative (2040) plus Project
- Intersection #18, Westbound Right, Cumulative (2040) plus Project
- Intersection #19, Westbound Right, Cumulative (2040) plus Project
- Intersection #19, Southbound Right, Cumulative (2040) plus Project

Roadway Segment

- Del Paso Road, I-5 Northbound Ramps to E Commerce Way, Cumulative (2040) plus Project

Signal Warrant

- Intersection #105, Existing (2021) plus Project
- Intersection #105, Cumulative (2040) plus Project

In addition to the above improvements, the following improvements should be constructed to accommodate pedestrians, bicyclists, transit, hospital operations such as pre-emption for emergency vehicles, and retail and university traffic when constructed:

- Construction of the full roadway improvements along Main Entrance Road between East Commerce Way and Innovator Drive as a 4-lane major collector. This includes the signalization of Intersections #10, #105, and #108. The segment currently exceeds the daily volume threshold for a two-lane roadway and the additional lanes are needed to assist with operational characteristics of a medical campus and university and for the benefit of emergency vehicle circulation. Finally, due to the transitions that would be needed for a two lane roadway with a 40 mph design speed, a relatively short two-lane section would emerge in the center, further supporting the need for a four-lane roadway.
- Construction of the full roadway improvements along Innovator Drive between Main Entrance Road and Arena Boulevard as a 4-lane major collector. This includes the signalization of Intersections #17, #104, and #108.

Appendix A

Queue Length Report for Existing (2021) Conditions

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	81478	81456	80859	80800	80707	80335	81267
Vehs Exited	81338	81429	80757	80728	80635	80237	81270
Starting Vehs	1076	1138	1085	1100	1116	1093	1156
Ending Vehs	1216	1165	1187	1172	1188	1191	1153
Denied Entry Before	9	10	71	13	13	9	12
Denied Entry After	1274	1010	1544	1541	1389	1989	1313
Travel Distance (mi)	32153	32167	31988	32039	32004	31796	32215
Travel Time (hr)	3182.3	2924.2	3370.4	3501.2	3195.8	3740.9	3127.9
Total Delay (hr)	2226.8	1967.5	2420.3	2549.2	2245.8	2796.2	2170.6
Total Stops	79876	78091	77257	77711	77388	77026	77627
Fuel Used (gal)	1848.9	1790.8	1884.2	1917.8	1847.0	1963.0	1839.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	80620	80370	81028	80882
Vehs Exited	80603	80285	80841	80815
Starting Vehs	1137	1091	1025	1090
Ending Vehs	1154	1176	1212	1170
Denied Entry Before	25	16	20	11
Denied Entry After	1538	1931	1779	1524
Travel Distance (mi)	31803	31642	31980	31979
Travel Time (hr)	3192.0	3609.6	3655.0	3350.0
Total Delay (hr)	2246.0	2667.1	2704.1	2399.4
Total Stops	76700	75916	77760	77536
Fuel Used (gal)	1836.1	1926.2	1949.3	1880.3

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary
Existing AM

07/20/2021

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	11759	11668	11561	11490	11716	11576	11950
Vehs Exited	11749	11682	11526	11390	11697	11553	11946
Starting Vehs	1076	1138	1085	1100	1116	1093	1156
Ending Vehs	1086	1124	1120	1200	1135	1116	1160
Denied Entry Before	9	10	71	13	13	9	12
Denied Entry After	198	149	236	246	134	211	43
Travel Distance (mi)	4652	4589	4590	4510	4601	4511	4716
Travel Time (hr)	312.8	301.7	307.5	330.6	295.3	311.3	292.6
Total Delay (hr)	175.0	164.9	171.1	196.4	158.8	176.9	152.4
Total Stops	11498	10874	10755	10212	10919	10775	11428
Fuel Used (gal)	234.3	229.7	229.2	231.2	228.8	229.4	231.4

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	11689	11781	11657	11687
Vehs Exited	11619	11720	11445	11634
Starting Vehs	1137	1091	1025	1090
Ending Vehs	1207	1152	1237	1146
Denied Entry Before	25	16	20	11
Denied Entry After	104	262	197	174
Travel Distance (mi)	4566	4623	4521	4588
Travel Time (hr)	295.9	323.5	311.7	308.3
Total Delay (hr)	160.2	186.1	177.3	171.9
Total Stops	10916	11194	11079	10961
Fuel Used (gal)	226.3	234.9	229.5	230.5

SimTraffic Simulation Summary
Existing AM

07/20/2021

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	11549	11673	11605	11674	11305	11606	11509
Vehs Exited	11487	11663	11506	11706	11292	11594	11550
Starting Vehs	1086	1124	1120	1200	1135	1116	1160
Ending Vehs	1148	1134	1219	1168	1148	1128	1119
Denied Entry Before	198	149	236	246	134	211	43
Denied Entry After	282	281	371	483	418	450	298
Travel Distance (mi)	4509	4649	4533	4606	4513	4607	4530
Travel Time (hr)	353.6	330.5	363.8	390.8	353.5	370.7	339.5
Total Delay (hr)	218.9	192.5	229.1	253.7	219.5	234.4	204.2
Total Stops	10839	10891	11136	11729	11166	10935	10844
Fuel Used (gal)	237.9	237.7	240.3	250.0	238.1	245.5	236.4

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	11487	11497	11429	11532
Vehs Exited	11540	11520	11567	11539
Starting Vehs	1207	1152	1237	1146
Ending Vehs	1154	1129	1099	1136
Denied Entry Before	104	262	197	174
Denied Entry After	259	462	566	382
Travel Distance (mi)	4556	4510	4560	4557
Travel Time (hr)	333.9	376.8	383.5	359.6
Total Delay (hr)	198.5	242.3	247.8	224.1
Total Stops	11137	11064	10943	11073
Fuel Used (gal)	235.5	242.5	246.5	241.0

SimTraffic Simulation Summary
Existing AM

07/20/2021

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	11611	11745	11605	11460	11573	11387	11420
Vehs Exited	11596	11728	11590	11497	11577	11313	11351
Starting Vehs	1148	1134	1219	1168	1148	1128	1119
Ending Vehs	1163	1151	1234	1131	1144	1202	1188
Denied Entry Before	282	281	371	483	418	450	298
Denied Entry After	426	451	660	641	508	744	585
Travel Distance (mi)	4627	4643	4640	4524	4605	4470	4481
Travel Time (hr)	399.7	401.7	437.4	457.2	402.9	445.5	397.4
Total Delay (hr)	262.5	263.3	299.7	322.6	265.9	312.6	264.3
Total Stops	11550	11613	11665	10743	11308	10775	10774
Fuel Used (gal)	253.5	252.4	261.2	263.3	252.0	257.6	248.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	11629	11421	11701	11545
Vehs Exited	11593	11361	11589	11520
Starting Vehs	1154	1129	1099	1136
Ending Vehs	1190	1189	1211	1162
Denied Entry Before	259	462	566	382
Denied Entry After	475	703	844	598
Travel Distance (mi)	4534	4493	4572	4559
Travel Time (hr)	388.8	438.6	466.2	423.5
Total Delay (hr)	253.4	305.0	330.2	288.0
Total Stops	10988	10789	11132	11128
Fuel Used (gal)	246.0	256.8	264.7	255.6

SimTraffic Simulation Summary
Existing AM

07/20/2021

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	46559	46370	46088	46176	46113	45766	46388
Vehs Exited	46506	46356	46135	46135	46069	45777	46423
Starting Vehs	1163	1151	1234	1131	1144	1202	1188
Ending Vehs	1216	1165	1187	1172	1188	1191	1153
Denied Entry Before	426	451	660	641	508	744	585
Denied Entry After	1274	1010	1544	1541	1389	1989	1313
Travel Distance (mi)	18365	18286	18226	18399	18284	18207	18488
Travel Time (hr)	2116.2	1890.3	2261.8	2322.6	2144.1	2613.5	2098.3
Total Delay (hr)	1570.4	1346.9	1720.4	1776.5	1601.6	2072.2	1549.7
Total Stops	45989	44713	43701	45027	43995	44541	44581
Fuel Used (gal)	1123.2	1071.1	1153.5	1173.4	1128.1	1230.6	1123.8

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	45815	45671	46241	46124
Vehs Exited	45851	45684	46240	46120
Starting Vehs	1190	1189	1211	1162
Ending Vehs	1154	1176	1212	1170
Denied Entry Before	475	703	844	598
Denied Entry After	1538	1931	1779	1524
Travel Distance (mi)	18148	18016	18326	18274
Travel Time (hr)	2173.4	2470.8	2493.7	2258.5
Total Delay (hr)	1633.8	1933.8	1948.7	1715.4
Total Stops	43659	42869	44606	44368
Fuel Used (gal)	1128.3	1191.9	1208.6	1153.3

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	81.5	26.8	0.0	0.0	7.1	224.1	339.5
Denied Del/Veh (s)	1869.6	1895.2	0.0	0.0	445.4	454.4	385.8
Total Delay (hr)	48.3	1.4	0.7	0.1	1.1	46.6	98.2
Total Del/Veh (s)	3622.5	364.5	2.4	2.6	87.0	110.8	128.4
Vehicles Entered	40	14	1048	80	46	1500	2728
Vehicles Exited	18	12	1049	81	46	1485	2691
Hourly Exit Rate	10	7	599	46	26	849	1538
Input Volume	90	29	721	56	34	1013	1943
% of Volume	11	24	83	83	77	84	79
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	117	37	0	0	11	275	440

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.9	24.4	5.6
Denied Del/Veh (s)	0.8	0.8	3.4	0.8	0.2	3.9	0.0	0.0	0.0	30.7	31.3	33.6
Total Delay (hr)	3.5	1.1	2.3	0.2	2.5	0.0	8.6	8.7	0.2	2.7	44.0	5.1
Total Del/Veh (s)	38.0	38.7	20.1	45.7	51.0	5.6	114.8	27.6	8.8	90.5	56.2	30.5
Vehicles Entered	326	96	409	17	175	26	264	1128	89	106	2790	599
Vehicles Exited	326	97	409	17	175	26	264	1130	90	106	2777	597
Hourly Exit Rate	186	55	234	10	100	15	151	646	51	61	1587	341
Input Volume	189	55	234	11	100	15	155	644	49	62	1591	339
% of Volume	99	101	100	88	100	99	97	100	105	98	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	3	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0	18	4

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	31.5
Denied Del/Veh (s)	18.7
Total Delay (hr)	78.9
Total Del/Veh (s)	46.7
Vehicles Entered	6025
Vehicles Exited	6014
Hourly Exit Rate	3437
Input Volume	3444
% of Volume	100
Denied Entry Before	4
Denied Entry After	22

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.2	0.4	0.1	0.0	0.3	0.0	0.7	0.5	0.0	0.0
Denied Del/Veh (s)	2.7	0.2	2.8	2.7	0.3	0.2	3.2	0.3	3.3	3.5	0.2	3.1
Total Delay (hr)	0.1	9.5	0.6	5.4	3.8	0.1	3.5	0.8	1.1	4.9	1.7	0.0
Total Del/Veh (s)	45.6	26.3	8.4	37.0	13.0	1.4	39.0	39.8	5.5	30.7	32.0	4.1
Vehicles Entered	5	1290	235	519	1058	272	318	73	731	566	194	16
Vehicles Exited	5	1290	235	517	1058	272	318	73	732	567	194	15
Hourly Exit Rate	3	737	134	295	605	155	182	42	418	324	111	9
Input Volume	3	724	133	299	610	151	178	42	414	323	109	8
% of Volume	95	102	101	99	99	103	102	99	101	100	102	107
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	2.3
Denied Del/Veh (s)	1.6
Total Delay (hr)	31.4
Total Del/Veh (s)	21.3
Vehicles Entered	5277
Vehicles Exited	5276
Hourly Exit Rate	3015
Input Volume	2994
% of Volume	101
Denied Entry Before	0
Denied Entry After	0

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.2	0.0	0.0	0.5	0.2	0.9
Denied Del/Veh (s)	0.4	0.0	0.0	3.4	1.1	0.6
Total Delay (hr)	3.0	3.5	2.7	3.7	1.5	14.3
Total Del/Veh (s)	6.0	8.2	8.4	23.3	11.1	9.4
Vehicles Entered	1763	1527	1128	562	489	5469
Vehicles Exited	1766	1529	1128	560	488	5471
Hourly Exit Rate	1009	874	645	320	279	3126
Input Volume	1019	872	636	321	280	3128
% of Volume	99	100	101	100	100	100
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.4	0.0	0.2	0.6
Denied Del/Veh (s)	0.0	0.0	0.7	0.4	0.5	0.4
Total Delay (hr)	13.1	1.0	3.7	3.0	2.3	23.1
Total Del/Veh (s)	24.6	8.2	6.0	25.8	5.9	13.0
Vehicles Entered	1898	430	2238	415	1402	6383
Vehicles Exited	1904	430	2238	415	1400	6387
Hourly Exit Rate	1088	246	1279	237	800	3650
Input Volume	1092	249	1267	240	795	3643
% of Volume	100	99	101	99	101	100
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	194.4	548.3	145.3	3.6	9.4	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	977.3	971.4	972.4	25.1	22.0	27.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	62.4	10.2	1.2	19.7	10.6	0.2	4.5	8.6	0.8	6.8	24.8	22.3
Total Del/Veh (s)	428.7	26.2	11.6	135.5	24.9	3.9	98.9	61.8	14.2	166.6	152.1	101.2
Vehicles Entered	492	1384	364	509	1526	178	160	498	205	145	575	783
Vehicles Exited	492	1398	364	514	1530	178	157	495	205	141	571	778
Hourly Exit Rate	281	799	208	294	874	102	90	283	117	81	326	445
Input Volume	411	1169	301	289	875	99	94	286	121	113	424	566
% of Volume	68	68	69	102	100	103	95	99	97	71	77	79
Denied Entry Before	1	1	0	1	2	0	0	0	0	0	0	0
Denied Entry After	224	648	174	2	8	1	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	902.3
Denied Del/Veh (s)	412.4
Total Delay (hr)	172.1
Total Del/Veh (s)	89.4
Vehicles Entered	6819
Vehicles Exited	6823
Hourly Exit Rate	3899
Input Volume	4748
% of Volume	82
Denied Entry Before	5
Denied Entry After	1057

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	1.4	0.4	0.0	0.0	0.0	0.1	0.0	0.2	0.0	0.0	0.2
Denied Del/Veh (s)	4.7	2.4	4.2	0.0	0.0	0.0	3.9	0.5	3.8	0.4	0.5	3.4
Total Delay (hr)	1.4	15.6	0.6	4.3	10.9	0.5	1.6	0.4	0.6	6.8	2.3	0.4
Total Del/Veh (s)	58.8	26.6	7.0	56.4	23.2	6.7	54.8	54.9	12.1	53.4	44.0	9.5
Vehicles Entered	88	2092	299	272	1683	276	105	28	177	457	183	166
Vehicles Exited	87	2094	298	271	1683	277	106	28	177	460	183	167
Hourly Exit Rate	50	1197	170	155	962	158	61	16	101	263	105	95
Input Volume	50	1187	169	158	962	160	60	16	101	261	107	92
% of Volume	99	101	101	98	100	99	101	100	100	101	98	104
Denied Entry Before	0	1	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	2.4
Denied Del/Veh (s)	1.5
Total Delay (hr)	45.5
Total Del/Veh (s)	27.9
Vehicles Entered	5826
Vehicles Exited	5831
Hourly Exit Rate	3332
Input Volume	3323
% of Volume	100
Denied Entry Before	1
Denied Entry After	0

8: Del Paso Rd & Via Ingoglia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.6	0.3	0.1
Total Delay (hr)	3.4	0.6	0.3	1.3	5.5
Total Del/Veh (s)	4.4	1.2	2.0	11.4	3.6
Vehicles Entered	2730	1842	512	395	5479
Vehicles Exited	2738	1837	511	396	5482
Hourly Exit Rate	1565	1050	292	226	3133
Input Volume	1549	1052	297	228	3126
% of Volume	101	100	98	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	4.8	0.9	0.0	0.8	0.6	0.1	0.1	0.9	8.2
Total Del/Veh (s)	38.4	1.4	1.0	18.9	1.3	1.6	10.3	11.1	5.6
Vehicles Entered	446	2265	37	152	1781	284	21	302	5288
Vehicles Exited	442	2263	37	151	1778	283	21	302	5277
Hourly Exit Rate	253	1293	21	86	1016	162	12	173	3015
Input Volume	248	1284	23	89	1016	162	12	176	3010
% of Volume	102	101	92	97	100	100	100	98	100
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.6	0.2	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	8.2	12.9	5.6	3.3	12.5	0.5	8.9	7.9	0.3	9.6	23.6	4.3
Total Del/Veh (s)	52.1	44.6	28.8	53.8	40.7	9.6	65.7	18.8	7.1	70.2	40.6	24.0
Vehicles Entered	561	1027	692	220	1087	200	476	1505	144	484	2081	638
Vehicles Exited	558	1037	695	219	1102	200	478	1497	146	483	2074	637
Hourly Exit Rate	319	593	397	125	630	114	273	855	83	276	1185	364
Input Volume	317	580	399	131	621	116	280	864	87	284	1187	365
% of Volume	101	102	100	96	101	99	98	99	96	97	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.1
Total Delay (hr)	97.5
Total Del/Veh (s)	38.1
Vehicles Entered	9115
Vehicles Exited	9126
Hourly Exit Rate	5215
Input Volume	5231
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	4.0	0.2	1.1	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.1	0.5	0.0	0.2	0.4	2.4	0.4	0.9	2.9	0.0	8.1
Total Del/Veh (s)	22.1	4.8	18.3	15.0	6.8	21.4	11.7	7.1	20.6	8.8	3.9	10.9
Vehicles Entered	35	42	103	9	102	66	727	195	161	1187	31	2658
Vehicles Exited	35	42	103	9	101	66	727	195	160	1186	31	2655
Hourly Exit Rate	20	24	59	5	58	38	415	111	91	678	18	1517
Input Volume	20	25	56	5	58	41	423	110	109	834	20	1701
% of Volume	100	96	105	103	100	92	98	101	84	81	89	89
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

12: East Commerce Way & West Entrance Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.1	0.0	0.2	0.7	1.4
Total Del/Veh (s)	16.9	5.1	0.5	0.2	7.7	2.7	2.3
Vehicles Entered	51	90	901	58	83	944	2127
Vehicles Exited	51	90	901	58	84	942	2126
Hourly Exit Rate	29	51	515	33	48	538	1215
Input Volume	33	53	523	34	56	644	1343
% of Volume	88	97	98	97	86	84	90
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

13: East Commerce Way & Bella Rose Driveway Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	0.0	0.7	0.0	0.0	0.1	0.9
Total Del/Veh (s)	4.5	1.9	1.2	2.9	0.5	1.4
Vehicles Entered	25	1372	16	19	976	2408
Vehicles Exited	25	1372	16	19	977	2409
Hourly Exit Rate	14	784	9	11	558	1377
Input Volume	15	789	9	13	664	1490
% of Volume	95	99	102	84	84	92
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

14: East Commerce Way & Main Entrance Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.1	1.1	1.5	0.1	0.1
Total Delay (hr)	0.4	0.1	1.9	0.0	0.0	2.4	4.8
Total Del/Veh (s)	11.0	16.0	5.1	1.1	14.5	5.2	5.4
Vehicles Entered	122	13	1377	7	6	1631	3156
Vehicles Exited	122	13	1376	7	6	1633	3157
Hourly Exit Rate	70	7	786	4	3	933	1804
Input Volume	72	6	792	5	4	1021	1900
% of Volume	97	124	99	80	86	91	95
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

15: East Commerce Way & KSP Arena Driveway Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.0	0.0	1.1	1.6
Total Del/Veh (s)	3.6	1.3	1.3	5.2	2.4	2.0
Vehicles Entered	28	1029	51	13	1742	2863
Vehicles Exited	27	1030	50	13	1739	2859
Hourly Exit Rate	15	589	29	7	994	1634
Input Volume	14	592	26	9	1084	1725
% of Volume	110	99	110	83	92	95
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

16: Truxel Road & East Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.8
Denied Del/Veh (s)	0.1	0.1	0.1	3.8	0.5	3.8	0.1	0.0	0.0	1.3	0.3	0.4
Total Delay (hr)	0.4	0.1	0.1	4.5	0.0	0.4	0.3	6.8	0.1	1.5	22.7	36.8
Total Del/Veh (s)	60.9	68.8	27.5	64.4	85.8	8.9	66.9	12.4	4.3	62.1	17.2	18.1
Vehicles Entered	20	5	7	246	1	151	17	1957	74	87	4723	7288
Vehicles Exited	21	5	7	250	1	151	18	1954	74	87	4722	7290
Hourly Exit Rate	12	3	4	143	1	86	10	1117	42	50	2698	4166
Input Volume	12	3	3	147	1	83	10	1136	41	51	2707	4194
% of Volume	100	95	133	97	57	104	103	98	103	97	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.0	0.3	0.2	0.2	0.1	0.1	1.3	0.1	1.3	0.1	0.0	0.0
Total Delay (hr)	0.9	0.0	0.5	2.9	0.1	0.1	1.2	8.6	0.0	0.4	23.7	0.8
Total Del/Veh (s)	53.8	53.5	19.1	52.3	68.0	7.9	60.3	16.0	4.2	73.1	17.7	17.4
Vehicles Entered	57	3	96	200	5	63	72	1934	36	22	4802	170
Vehicles Exited	57	3	96	201	5	63	72	1924	36	22	4798	170
Hourly Exit Rate	33	2	55	115	3	36	41	1099	21	13	2742	97
Input Volume	35	2	51	112	3	38	43	1112	20	15	2755	96
% of Volume	93	86	108	103	95	95	96	99	103	84	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	39.5
Total Del/Veh (s)	19.0
Vehicles Entered	7460
Vehicles Exited	7447
Hourly Exit Rate	4255
Input Volume	4282
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.2	1.2	1.6	0.0	0.0	3.1
Denied Del/Veh (s)	0.4	2.1	3.1	0.1	0.2	1.6
Total Delay (hr)	4.5	4.3	0.8	2.1	0.4	12.2
Total Del/Veh (s)	8.4	7.6	1.6	11.7	4.4	6.4
Vehicles Entered	1951	2061	1855	633	367	6867
Vehicles Exited	1948	2061	1854	634	368	6865
Hourly Exit Rate	1113	1178	1059	362	210	3923
Input Volume	1125	1191	1053	362	209	3940
% of Volume	99	99	101	100	101	100
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	1	1	0	0	2

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.1
Total Delay (hr)	3.0	4.1	1.3	1.0	9.3
Total Del/Veh (s)	7.8	8.9	9.1	3.6	7.5
Vehicles Entered	1367	1659	502	941	4469
Vehicles Exited	1366	1658	504	941	4469
Hourly Exit Rate	781	947	288	538	2554
Input Volume	793	949	289	534	2565
% of Volume	98	100	100	101	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	5.9	6.2	0.1	0.2	5.2	0.7	1.8	0.9	0.1	3.2	0.4	1.1
Total Del/Veh (s)	31.3	14.2	3.1	42.0	24.1	8.0	23.7	33.2	5.8	29.9	45.8	5.5
Vehicles Entered	672	1565	69	19	777	310	279	96	51	377	29	745
Vehicles Exited	673	1566	69	18	776	311	279	96	51	378	29	746
Hourly Exit Rate	385	895	39	10	443	178	159	55	29	216	17	426
Input Volume	385	893	38	11	443	176	153	57	28	239	19	458
% of Volume	100	100	104	94	100	101	104	96	104	90	87	93
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	25.8
Total Del/Veh (s)	18.5
Vehicles Entered	4989
Vehicles Exited	4992
Hourly Exit Rate	2853
Input Volume	2900
% of Volume	98
Denied Entry Before	0
Denied Entry After	0

21: Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.2	0.3	0.2	4.2	0.2
Total Delay (hr)	0.1	5.7	0.1	0.3	1.9	0.0	0.5	0.0	0.0	0.1	0.1	8.8
Total Del/Veh (s)	25.5	10.8	5.1	20.4	7.4	3.7	15.0	16.5	5.4	23.7	4.5	9.9
Vehicles Entered	14	1895	87	44	939	16	124	2	12	8	41	3182
Vehicles Exited	14	1892	87	44	937	16	123	2	12	8	41	3176
Hourly Exit Rate	8	1081	50	25	535	9	70	1	7	5	23	1815
Input Volume	9	1098	53	27	532	9	70	1	7	5	24	1835
% of Volume	89	98	94	93	101	102	100	114	98	91	98	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

22: Innovator Road/South Entrance Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.2	7.3	0.4	0.9	2.2	0.0	1.1	0.0	0.3	0.3	0.2	0.0
Total Del/Veh (s)	42.5	16.1	6.9	28.7	10.1	3.5	20.1	1.1	5.9	31.8	38.8	6.4
Vehicles Entered	16	1630	196	117	785	6	194	134	184	38	17	14
Vehicles Exited	16	1632	196	119	790	6	194	134	184	38	17	14
Hourly Exit Rate	9	933	112	68	451	3	111	77	105	22	10	8
Input Volume	9	944	116	67	449	3	111	80	106	23	9	7
% of Volume	102	99	97	101	101	114	100	96	99	94	108	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

22: Innovator Road/South Entrance Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	13.0
Total Del/Veh (s)	14.0
Vehicles Entered	3331
Vehicles Exited	3340
Hourly Exit Rate	1909
Input Volume	1924
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	5.9	12.5	1.9	2.7	3.8	0.0	3.3	5.0	0.2	4.1	15.0	1.0
Total Del/Veh (s)	60.1	41.1	21.0	51.5	39.1	4.2	57.5	16.2	5.4	68.3	11.7	10.6
Vehicles Entered	351	1089	319	187	345	25	208	1102	146	212	4560	324
Vehicles Exited	352	1080	319	188	342	25	207	1113	147	211	4594	326
Hourly Exit Rate	201	617	182	107	195	14	118	636	84	121	2625	186
Input Volume	197	637	187	104	201	14	118	643	83	126	2610	182
% of Volume	102	97	97	103	97	102	100	99	101	96	101	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	55.4
Total Del/Veh (s)	22.3
Vehicles Entered	8868
Vehicles Exited	8904
Hourly Exit Rate	5088
Input Volume	5102
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.1	3.1	0.3	3.1	2.8	0.3	2.8
Total Delay (hr)	4.4	4.7	0.3	1.1	0.9	0.1	0.3	4.0	1.6	1.5	5.6	0.6
Total Del/Veh (s)	48.1	21.2	7.7	31.1	20.4	5.0	36.6	25.5	9.4	32.6	19.9	5.8
Vehicles Entered	322	794	128	133	156	57	26	560	621	159	1014	375
Vehicles Exited	324	806	129	132	157	57	26	560	621	160	1012	375
Hourly Exit Rate	185	461	74	75	90	33	15	320	355	91	578	214
Input Volume	191	468	73	78	89	31	15	327	356	90	579	215
% of Volume	97	98	101	97	101	105	99	98	100	102	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	25.1
Total Del/Veh (s)	20.6
Vehicles Entered	4345
Vehicles Exited	4359
Hourly Exit Rate	2491
Input Volume	2512
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.4	1.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Denied Del/Veh (s)	3.7	0.9	3.7	3.4	1.7	3.4	0.0	0.0	0.0	1.8	0.2	1.7
Total Delay (hr)	1.2	2.9	3.0	12.2	1.6	0.1	8.0	9.5	5.6	2.6	34.8	0.9
Total Del/Veh (s)	61.4	62.5	30.5	38.8	36.5	6.4	56.2	25.3	8.6	65.7	41.9	16.0
Vehicles Entered	72	168	351	1122	157	40	508	1344	2315	143	2945	192
Vehicles Exited	72	166	350	1119	155	40	508	1355	2320	143	2972	192
Hourly Exit Rate	41	95	200	639	89	23	290	774	1326	82	1698	110
Input Volume	42	94	197	638	90	24	290	766	1313	86	1686	107
% of Volume	98	101	102	100	98	95	100	101	101	95	101	103
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	0	0	0	0	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.9
Denied Del/Veh (s)	0.7
Total Delay (hr)	82.4
Total Del/Veh (s)	31.4
Vehicles Entered	9357
Vehicles Exited	9392
Hourly Exit Rate	5367
Input Volume	5333
% of Volume	101
Denied Entry Before	1
Denied Entry After	1

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.6	0.7	0.0	0.1	1.4
Denied Del/Veh (s)	2.8	2.7	0.0	0.1	0.7
Total Delay (hr)	4.8	5.5	9.5	5.5	25.3
Total Del/Veh (s)	22.8	20.1	10.8	7.5	12.0
Vehicles Entered	746	975	3181	2656	7558
Vehicles Exited	743	972	3184	2659	7558
Hourly Exit Rate	425	555	1819	1519	4319
Input Volume	425	554	1808	1505	4292
% of Volume	100	100	101	101	101
Denied Entry Before	0	0	0	0	0
Denied Entry After	1	1	0	0	2

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.2	0.0	0.1	0.0	0.3
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.2
Total Delay (hr)	12.3	0.6	6.2	7.6	26.7
Total Del/Veh (s)	23.0	7.7	12.0	11.3	14.8
Vehicles Entered	1907	282	1857	2403	6449
Vehicles Exited	1908	283	1857	2404	6452
Hourly Exit Rate	1090	162	1061	1374	3687
Input Volume	1094	158	1047	1368	3667
% of Volume	100	102	101	100	101
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Delay (hr)	3.5	2.7	3.4	9.5
Total Del/Veh (s)	16.2	5.6	6.5	7.9
Vehicles Entered	767	1754	1842	4363
Vehicles Exited	767	1754	1842	4363
Hourly Exit Rate	438	1002	1053	2493
Input Volume	432	1000	1048	2480
% of Volume	101	100	100	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Delay (hr)	3.9	1.9	2.9	8.7
Total Del/Veh (s)	15.5	5.2	6.3	8.1
Vehicles Entered	909	1301	1671	3881
Vehicles Exited	910	1301	1668	3879
Hourly Exit Rate	520	743	953	2217
Input Volume	520	736	955	2211
% of Volume	100	101	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

30: Del Paso Rd Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.7	0.7
Total Del/Veh (s)	0.1	1.2	0.6
Vehicles Entered	2590	2017	4607
Vehicles Exited	2590	2017	4607
Hourly Exit Rate	1480	1153	2633
Input Volume	1461	1152	2613
% of Volume	101	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

33: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	4.4	1.3	5.7
Total Del/Veh (s)	4.8	2.0	3.6
Vehicles Entered	3297	2465	5762
Vehicles Exited	3295	2454	5749
Hourly Exit Rate	1883	1402	3285
Input Volume	1883	1535	3418
% of Volume	100	91	96
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

37: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.6	1.2	1.8
Total Del/Veh (s)	1.3	2.2	1.8
Vehicles Entered	1744	1936	3680
Vehicles Exited	1740	1941	3681
Hourly Exit Rate	994	1109	2103
Input Volume	1403	1104	2507
% of Volume	71	100	84
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

50: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Delay (hr)	2.9	1.2	0.3	4.4
Total Del/Veh (s)	2.8	1.8	1.0	2.2
Vehicles Entered	3765	2404	1021	7190
Vehicles Exited	3766	2403	1021	7190
Hourly Exit Rate	2152	1373	583	4109
Input Volume	2141	1368	573	4082
% of Volume	101	100	102	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

55: Arena Boulevard Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.7	2.1	2.8
Total Del/Veh (s)	1.1	4.1	2.4
Vehicles Entered	2307	1801	4108
Vehicles Exited	2308	1799	4107
Hourly Exit Rate	1319	1028	2347
Input Volume	1327	1054	2381
% of Volume	99	98	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

60: Arena Boulevard Performance by movement

Movement	EBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.3	1.3
Total Del/Veh (s)	1.9	1.9
Vehicles Entered	2582	2582
Vehicles Exited	2582	2582
Hourly Exit Rate	1475	1475
Input Volume	1487	1487
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

63: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.0	0.1
Total Delay (hr)	0.5	0.0	1.4	2.0
Total Del/Veh (s)	1.4	0.6	2.4	1.9
Vehicles Entered	1367	255	2161	3783
Vehicles Exited	1367	255	2162	3784
Hourly Exit Rate	781	146	1235	2162
Input Volume	793	142	1238	2173
% of Volume	99	103	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

65: Arena Boulevard Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.7	1.7
Total Del/Veh (s)	2.5	2.5
Vehicles Entered	2429	2429
Vehicles Exited	2430	2430
Hourly Exit Rate	1389	1389
Input Volume	1400	1400
% of Volume	99	99
Denied Entry Before	0	0
Denied Entry After	0	0

67: Truxel Road Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.1	2.7	5.8
Total Del/Veh (s)	2.7	2.2	2.4
Vehicles Entered	4156	4441	8597
Vehicles Exited	4156	4430	8586
Hourly Exit Rate	2375	2531	4906
Input Volume	2362	2521	4883
% of Volume	101	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

70: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.2	1.2	2.2
Total Del/Veh (s)	1.7	1.5	1.6	1.7
Vehicles Entered	1767	444	2608	4819
Vehicles Exited	1768	444	2608	4820
Hourly Exit Rate	1010	254	1490	2754
Input Volume	1007	249	1480	2736
% of Volume	100	102	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

72: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.2	0.4
Denied Del/Veh (s)	0.0	0.4	0.7	0.3
Total Delay (hr)	1.0	0.9	0.5	2.4
Total Del/Veh (s)	1.6	1.9	2.2	1.8
Vehicles Entered	2211	1670	902	4783
Vehicles Exited	2211	1671	902	4784
Hourly Exit Rate	1263	955	515	2734
Input Volume	1256	955	522	2733
% of Volume	101	100	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

81: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.1	0.1	0.1	2.9	0.2	2.9	0.0	0.0	0.0
Total Delay (hr)	1.5	0.1	0.5	0.2	0.0	0.1	0.8	12.4	0.1	0.8	36.4	2.5
Total Del/Veh (s)	60.8	5.9	7.7	60.0	21.5	3.8	65.3	34.4	4.1	67.8	48.0	28.3
Vehicles Entered	89	57	245	9	1	76	43	1300	81	43	2730	316
Vehicles Exited	89	57	245	9	1	76	43	1289	81	43	2685	314
Hourly Exit Rate	51	33	140	5	1	43	25	737	46	25	1534	179
Input Volume	53	30	137	6	1	43	26	748	46	24	1552	181
% of Volume	96	109	102	86	57	101	95	98	101	102	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

81: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	55.5
Total Del/Veh (s)	39.9
Vehicles Entered	4990
Vehicles Exited	4932
Hourly Exit Rate	2818
Input Volume	2847
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

86: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.3	0.0	0.0	0.0	3.9	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.7	0.1	0.0	0.4	0.3	0.0	0.4	0.0	0.1	0.5	0.1
Total Del/Veh (s)	7.3	8.4	5.4	6.4	8.5	5.6	5.7	7.5	4.3	5.7	7.6	4.5
Vehicles Entered	145	288	73	15	180	162	26	205	30	74	239	56
Vehicles Exited	145	289	73	15	180	162	26	206	30	74	238	56
Hourly Exit Rate	83	165	42	9	103	93	15	118	17	42	136	32
Input Volume	84	161	40	9	102	97	16	116	15	44	139	29
% of Volume	99	103	104	95	101	95	93	101	114	96	98	110
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

86: Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.0
Total Del/Veh (s)	7.2
Vehicles Entered	1493
Vehicles Exited	1494
Hourly Exit Rate	854
Input Volume	852
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	WBT	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.3	0.7	1.0
Total Del/Veh (s)	0.6	1.4	1.0
Vehicles Entered	1814	1754	3568
Vehicles Exited	1814	1754	3568
Hourly Exit Rate	1037	1002	2039
Input Volume	1026	1000	2026
% of Volume	101	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.2
Total Delay (hr)	0.2	0.2	0.4
Total Del/Veh (s)	0.8	1.4	1.0
Vehicles Entered	909	494	1403
Vehicles Exited	909	494	1403
Hourly Exit Rate	519	282	802
Input Volume	520	283	803
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3028: I-80 Westbound Off Ramp Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	0.4	1.0	1.4
Denied Del/Veh (s)	1.7	2.0	1.9
Total Delay (hr)	0.5	4.7	5.2
Total Del/Veh (s)	2.4	9.3	7.2
Vehicles Entered	767	1813	2580
Vehicles Exited	767	1814	2581
Hourly Exit Rate	438	1037	1475
Input Volume	432	1026	1458
% of Volume	101	101	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3029: Northgate Boulevard Performance by movement

Movement	EBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.4	0.5
Total Del/Veh (s)	0.4	0.9	0.8
Vehicles Entered	494	1668	2162
Vehicles Exited	494	1668	2162
Hourly Exit Rate	282	953	1235
Input Volume	283	955	1238
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	7.3	0.2	1.7	9.3
Total Del/Veh (s)	8.2	1.5	1.8	4.7
Vehicles Entered	3186	580	3402	7168
Vehicles Exited	3184	580	3405	7169
Hourly Exit Rate	1819	331	1946	4097
Input Volume	1809	332	1930	4071
% of Volume	101	100	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Delay (hr)	1292.0
Denied Del/Veh (s)	56.4
Total Delay (hr)	1107.3
Total Del/Veh (s)	48.6
Vehicles Entered	80882
Vehicles Exited	80815
Hourly Exit Rate	46180
Input Volume	162082
% of Volume	28
Denied Entry Before	11
Denied Entry After	1524

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	612	616	3	240	937
Average Queue (ft)	555	462	0	62	837
95th Queue (ft)	733	846	2	226	1173
Link Distance (ft)	593	593			885
Upstream Blk Time (%)	83	68			53
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			150	180	
Storage Blk Time (%)					53
Queuing Penalty (veh)					18

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	188	232	190	46	184	40	243	350	244	242	179	200
Average Queue (ft)	61	93	89	4	76	7	155	131	104	115	27	91
95th Queue (ft)	121	157	160	24	143	26	260	316	187	192	99	206
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)	0	1	2		2		22	1		8		3
Queuing Penalty (veh)	0	3	5		0		39	1		4		18

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	440	433	456	200
Average Queue (ft)	372	365	406	177
95th Queue (ft)	476	465	495	262
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)	11	7	35	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)	55		52	2
Queuing Penalty (veh)	34		175	11

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	26	256	263	199	186	210	206	201	56	37	228	65
Average Queue (ft)	2	142	140	44	91	107	93	95	19	4	111	21
95th Queue (ft)	13	214	211	125	155	166	157	160	45	21	190	49
Link Distance (ft)		869	869									745
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)		1	8		0	0	0				0	
Queuing Penalty (veh)		0	10		0	1	0				0	

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	139	188	166	178	82	74	20
Average Queue (ft)	19	24	74	88	29	27	3
95th Queue (ft)	72	117	131	141	61	56	14
Link Distance (ft)	745				739	739	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		110	285	285			130
Storage Blk Time (%)	0	2					
Queuing Penalty (veh)	0	1					

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	136	136	185	178	149	163	183
Average Queue (ft)	106	86	75	73	62	89	83
95th Queue (ft)	148	143	131	136	113	134	141
Link Distance (ft)			1021	1021			735
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					200	200	
Storage Blk Time (%)						0	0
Queuing Penalty (veh)						0	0

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	R	T	T	T	L	L	R	R	R
Maximum Queue (ft)	330	328	130	114	116	118	164	211	164	172	164
Average Queue (ft)	168	182	7	87	67	87	35	83	74	94	20
95th Queue (ft)	272	285	84	118	123	123	93	142	134	145	80
Link Distance (ft)	1021	1021						737	737		
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)			210				150			400	400
Storage Blk Time (%)		5					0	1			
Queuing Penalty (veh)		13					0	1			

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	350	450	622	594	545	250	238	234	240	239	233	210
Average Queue (ft)	333	444	584	331	95	50	195	181	136	141	109	41
95th Queue (ft)	377	474	653	750	325	176	253	254	282	282	246	148
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				165	230	230				140
Storage Blk Time (%)	89	93	3		9	1	3	5	2			7
Queuing Penalty (veh)	345	364	10		28	2	9	13	4			7

Intersection: 6: East Commerce Way & Del Paso Road

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	TR	R
Maximum Queue (ft)	119	137	164	174	200	170	117	355	884	245
Average Queue (ft)	44	60	62	75	82	37	41	139	852	225
95th Queue (ft)	96	112	129	143	156	90	88	374	1000	316
Link Distance (ft)			1064	1064	1064				869	
Upstream Blk Time (%)									30	
Queuing Penalty (veh)									336	
Storage Bay Dist (ft)	225	225				145	280	280		195
Storage Blk Time (%)					3	0		0	60	6
Queuing Penalty (veh)					3	0		0	235	45

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	224	254	239	241	190	261	275	278	314	195	53	84
Average Queue (ft)	64	204	180	173	73	119	130	147	155	58	11	37
95th Queue (ft)	177	266	249	257	189	209	220	230	245	171	36	68
Link Distance (ft)							916	916	916			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	145				140	250				140	200	200
Storage Blk Time (%)	0	25		16	0	0	0		11	0		
Queuing Penalty (veh)	0	12		26	0	2	0		17	0		

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	57	98	385	172	119
Average Queue (ft)	12	35	188	67	31
95th Queue (ft)	37	70	311	129	71
Link Distance (ft)	620		397	397	
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)		200			135
Storage Blk Time (%)				1	0
Queuing Penalty (veh)				1	0

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	EB	WB	WB	WB	SB
Directions Served	T	T	T	R	R
Maximum Queue (ft)	2	2	3	49	171
Average Queue (ft)	0	0	0	3	65
95th Queue (ft)	2	2	2	21	120
Link Distance (ft)	916	653	653		578
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				130	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	T	R	L	T	T	T	R	R	R
Maximum Queue (ft)	292	337	104	6	15	126	8	5	36	53	35	133
Average Queue (ft)	143	18	3	0	0	42	0	0	1	8	7	49
95th Queue (ft)	253	153	52	3	5	87	3	3	13	30	25	94
Link Distance (ft)		653	653	653			553	553	553		487	425
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	234				140	210				170		
Storage Blk Time (%)	4	0										
Queuing Penalty (veh)	16	0										

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	153	163	173	259	265	366	200	98	112	186	218	276
Average Queue (ft)	81	97	108	130	127	165	158	31	51	101	103	133
95th Queue (ft)	139	148	153	211	209	318	236	69	92	160	173	216
Link Distance (ft)			406	406	406	406				1330	1330	1330
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (ft)	350	350					150	215	215			
Storage Blk Time (%)						6	20			0		10
Queuing Penalty (veh)						25	38			0		12

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	NB	NB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	187	217	254	167	158	161	49	47	211	280	523	475	475
Average Queue (ft)	31	102	132	68	60	67	12	10	103	151	200	215	215
95th Queue (ft)	119	175	203	132	120	131	31	29	170	270	403	407	407
Link Distance (ft)				1356	1356	1356	1356					777	777
Upstream Blk Time (%)												0	0
Queuing Penalty (veh)												0	0
Storage Bay Dist (ft)	140	230	230					150	200	200			
Storage Blk Time (%)	0	0	1	0					0	0	13		
Queuing Penalty (veh)	0	0	1	0					0	1	37		

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	511	200
Average Queue (ft)	240	131
95th Queue (ft)	457	260
Link Distance (ft)	777	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		140
Storage Blk Time (%)	21	3
Queuing Penalty (veh)	77	11

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	54	45	61	126	76	103	96	172	121	125	122	119
Average Queue (ft)	14	11	9	48	26	40	34	70	43	38	33	38
95th Queue (ft)	38	31	35	90	58	84	74	134	88	93	85	87
Link Distance (ft)		527		286		814	814	814		1064	1064	1064
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)			0	10								0
Queuing Penalty (veh)			0	3								0

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	22
Average Queue (ft)	3
95th Queue (ft)	14
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: East Commerce Way & West Entrance Road

Movement	WB	WB	WB	WB	NB	SB	SB
Directions Served	L	L	R	R	R	L	L
Maximum Queue (ft)	48	51	54	41	3	33	57
Average Queue (ft)	15	12	20	17	0	1	15
95th Queue (ft)	42	38	46	43	2	11	43
Link Distance (ft)	535	535	535	535			
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					175	240	240
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 13: East Commerce Way & Bella Rose Driveway

Movement	WB	NB	SB
Directions Served	R	TR	L
Maximum Queue (ft)	40	2	31
Average Queue (ft)	12	0	3
95th Queue (ft)	37	2	17
Link Distance (ft)	519	559	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			170
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: East Commerce Way & Main Entrance Road

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	L	R	R	T	T	T	R	L	T	T
Maximum Queue (ft)	64	60	31	33	28	100	111	134	15	33	144	149
Average Queue (ft)	22	19	1	5	2	39	29	46	0	4	51	56
95th Queue (ft)	50	47	10	24	14	82	78	99	4	19	105	115
Link Distance (ft)	522	522	522	522	522	908	908	908			559	559
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)									145	235		
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 14: East Commerce Way & Main Entrance Road

Movement	SB
Directions Served	T
Maximum Queue (ft)	137
Average Queue (ft)	36
95th Queue (ft)	96
Link Distance (ft)	559
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: East Commerce Way & KSP Arena Driveway

Movement	WB	NB	SB
Directions Served	R	R	L
Maximum Queue (ft)	30	2	28
Average Queue (ft)	9	0	3
95th Queue (ft)	26	2	16
Link Distance (ft)	462		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		135	200
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	T	R	L	L	T	T
Maximum Queue (ft)	35	28	29	28	21	194	245	125	5	31	217	168
Average Queue (ft)	7	2	3	3	1	111	18	31	0	3	81	51
95th Queue (ft)	24	13	15	16	10	185	132	70	2	15	173	120
Link Distance (ft)	523	523	523	523	523		529				890	890
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)						140		140	230	230		
Storage Blk Time (%)						10		0				0
Queuing Penalty (veh)						8		0				0

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T
Maximum Queue (ft)	146	141	63	204	560	581	567
Average Queue (ft)	50	41	2	46	190	198	212
95th Queue (ft)	115	105	25	119	389	397	407
Link Distance (ft)	890	890			1356	1356	1356
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			125	130			
Storage Blk Time (%)		0		0	11		14
Queuing Penalty (veh)		0		0	6		0

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	86	96	195	70	190	317	288	206	215	46	202	441
Average Queue (ft)	30	36	82	15	38	122	95	73	69	6	17	165
95th Queue (ft)	67	74	152	39	100	231	202	163	160	26	71	338
Link Distance (ft)		425	524	524		961	961	961	961			890
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	1	1			0	8			1			9
Queuing Penalty (veh)	0	0			0	3			0			1

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	438	457	474
Average Queue (ft)	174	186	211
95th Queue (ft)	348	360	394
Link Distance (ft)	890	890	890
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	R	L	L	R
Maximum Queue (ft)	164	155	116	109	106	56	99	110	96
Average Queue (ft)	132	98	88	81	58	1	48	56	38
95th Queue (ft)	156	155	99	104	105	19	79	94	71
Link Distance (ft)							855	855	855
Upstream Blk Time (%)			0	0					
Queuing Penalty (veh)			0	0					
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 19: I-5 Northbound Off Ramp & Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	131	138	124	115	99	80	73	88	98	93
Average Queue (ft)	67	65	96	78	35	9	24	34	41	50
95th Queue (ft)	107	107	110	115	81	41	52	65	69	79
Link Distance (ft)	264	264					693	693	693	693
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	206	198	225	202	180	49	44	31	130	145	144	131
Average Queue (ft)	107	105	114	105	83	13	9	1	58	64	66	43
95th Queue (ft)	166	162	181	171	146	38	31	9	102	111	112	87
Link Distance (ft)									995	995	995	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360	360				230	220	220				150
Storage Blk Time (%)					0						0	0
Queuing Penalty (veh)					0						0	0

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	R
Maximum Queue (ft)	89	96	51	34	33	48	125	154	54	17	174
Average Queue (ft)	27	50	18	7	5	10	43	69	14	0	37
95th Queue (ft)	67	81	40	22	19	29	90	120	41	7	117
Link Distance (ft)			413	413	413				999	999	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	290	290				200	200	200			160
Storage Blk Time (%)							0	0			0
Queuing Penalty (veh)							0	0			0

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	33	193	183	185	57	77	88	102	148	32	91	26
Average Queue (ft)	5	67	56	64	6	18	20	31	49	2	34	4
95th Queue (ft)	20	143	127	142	27	48	57	75	108	15	67	18
Link Distance (ft)		995	995	995			954	954	954			463
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)		0		1					0		0	
Queuing Penalty (veh)		0		0					0		0	

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	24	37
Average Queue (ft)	3	11
95th Queue (ft)	16	29
Link Distance (ft)	359	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	57	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 22: Innovator Road/South Entrance Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	
Directions Served	L	L	T	T	T	R	L	T	T	T	T	R	L
Maximum Queue (ft)	8	43	240	207	202	130	108	87	109	135	25	125	
Average Queue (ft)	0	8	103	83	77	24	29	18	31	54	1	49	
95th Queue (ft)	4	29	194	161	157	64	72	54	76	103	9	94	
Link Distance (ft)			954	954	954			1094	1094	1094			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	235	235				150	190				125	135	
Storage Blk Time (%)			0		1		0			0		0	
Queuing Penalty (veh)			0		1		0			0		0	

Intersection: 22: Innovator Road/South Entrance Road & Arena Boulevard

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	L	TR	R
Maximum Queue (ft)	20	71	47	29	43	18
Average Queue (ft)	2	24	10	4	9	2
95th Queue (ft)	11	50	32	18	27	10
Link Distance (ft)	608		490	490	490	490
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		135				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	165	187	299	298	262	196	107	117	127	144	31	137
Average Queue (ft)	68	84	153	153	34	67	31	52	51	69	6	35
95th Queue (ft)	129	144	258	252	143	147	77	93	98	120	22	90
Link Distance (ft)			1094	1094	1094				352	352		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	370	370				150	200	200			140	215
Storage Blk Time (%)			0		0	1				0		
Queuing Penalty (veh)			0		0	2				0		

Intersection: 23: Truxel Road & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B44	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R	T	L	L	T	T	T
Maximum Queue (ft)	192	222	180	160	176	142	4	116	125	253	259	285
Average Queue (ft)	62	107	88	76	69	37	0	45	56	95	107	115
95th Queue (ft)	124	186	154	135	131	87	3	90	101	192	210	225
Link Distance (ft)		205	205	205	205		611			961	961	961
Upstream Blk Time (%)	0	0	0		0							
Queuing Penalty (veh)	0	1	0		0							
Storage Bay Dist (ft)	215					145		220	220			
Storage Blk Time (%)	0	0			0	0					0	
Queuing Penalty (veh)	0	0			0	0					0	

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	391	220
Average Queue (ft)	130	47
95th Queue (ft)	266	148
Link Distance (ft)	961	
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		140
Storage Blk Time (%)	6	0
Queuing Penalty (veh)	11	0

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	295	253	253	170	106	87	71	34	39	140	148	181
Average Queue (ft)	127	96	95	22	42	24	21	5	6	67	61	70
95th Queue (ft)	229	186	190	73	82	56	49	22	24	110	110	130
Link Distance (ft)		1266	1266			743	743			878	878	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290			170	100			320	320			150
Storage Blk Time (%)	0	0	2		0	0					0	1
Queuing Penalty (veh)	1	0	1		0	0					0	1

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	78	86	200	196	129
Average Queue (ft)	26	37	103	98	43
95th Queue (ft)	57	67	161	157	76
Link Distance (ft)			791	791	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	145	145			145
Storage Blk Time (%)			2	1	
Queuing Penalty (veh)			1	2	

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	64	122	291	125	112	207	253	245	161	108	147	158
Average Queue (ft)	2	33	97	92	41	120	156	158	40	4	61	94
95th Queue (ft)	23	77	206	144	123	204	217	209	103	35	131	142
Link Distance (ft)			402						723			
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	110	110		100	100	345	345	345		120	380	380
Storage Blk Time (%)	0	0	7	8	1				1	0		
Queuing Penalty (veh)	0	0	18	11	1				7	0		

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	165	223	219	232	234	223	66	310	555	561	560	225
Average Queue (ft)	108	108	117	126	127	118	17	95	338	348	352	121
95th Queue (ft)	151	173	182	194	204	191	48	273	481	491	495	285
Link Distance (ft)		683	683	683					1111	1111	1111	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380				550	550	220	220				200
Storage Blk Time (%)									27		33	0
Queuing Penalty (veh)									23		36	0

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	157	157	156	206	185	145	136	246	150	139	128	117
Average Queue (ft)	73	86	75	110	46	64	51	212	121	108	63	24
95th Queue (ft)	126	131	125	171	106	114	100	276	135	144	123	74
Link Distance (ft)			1080			227	227	227				
Upstream Blk Time (%)								9				
Queuing Penalty (veh)								54				
Storage Bay Dist (ft)	425	425		425	425							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	261	395	428	286	123	159	197	163	216	216	182
Average Queue (ft)	92	157	233	50	57	61	105	56	126	117	87
95th Queue (ft)	160	301	355	134	97	111	164	118	181	177	151
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)									0	0	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (ft)				210							
Storage Blk Time (%)			15	0							
Queuing Penalty (veh)			12	0							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	144	149	135	134	172	160
Average Queue (ft)	74	74	65	65	125	76
95th Queue (ft)	116	113	106	108	180	133
Link Distance (ft)	166	166	314	314		
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	148	154	156	124	138	141
Average Queue (ft)	80	92	73	53	66	63
95th Queue (ft)	121	133	122	102	105	108
Link Distance (ft)	262	262			300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: Del Paso Rd

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 33: Del Paso Road/Del Paso Rd

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 37: Del Paso Rd/Del Paso Road

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 50: Truxel Road

Movement	NB	NB	NB	NB	SB	SB
Directions Served	T	T	T	T	T	TR
Maximum Queue (ft)	16	53	174	85	19	23
Average Queue (ft)	0	3	17	5	1	0
95th Queue (ft)	12	36	112	53	9	17
Link Distance (ft)	246	246	246	246		
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			2	0		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 55: Arena Boulevard

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 60: Arena Boulevard

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Arena Boulevard

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Arena Boulevard

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: Truxel Road

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	48	43
Average Queue (ft)	1	3
95th Queue (ft)	17	20
Link Distance (ft)	214	214
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 70: Northgate Boulevard

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	10	6
Average Queue (ft)	0	0
95th Queue (ft)	5	3
Link Distance (ft)	380	380
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 72: Northgate Boulevard

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	80	179
Average Queue (ft)	3	19
95th Queue (ft)	29	80
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing AM

07/20/2021

Intersection: 81: Truxel Road

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	NB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	T	R	L
Maximum Queue (ft)	122	132	37	54	38	137	272	267	194	155	62	204
Average Queue (ft)	43	39	5	12	3	23	166	138	78	62	20	41
95th Queue (ft)	88	86	21	34	18	65	230	219	157	122	47	138
Link Distance (ft)		332		174			513	513	513	513		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140		120		210	210					195	180
Storage Blk Time (%)	0	0		0			2			0		
Queuing Penalty (veh)	0	0		0			0			0		

Intersection: 81: Truxel Road

Movement	SB	SB	SB	SB	SB	B44	B44
Directions Served	T	T	T	T	R	T	T
Maximum Queue (ft)	454	458	466	487	160	3	5
Average Queue (ft)	290	308	325	343	118	0	0
95th Queue (ft)	397	413	429	448	217	2	3
Link Distance (ft)	611	611	611	611		205	205
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)					135		
Storage Blk Time (%)	28			35	0		
Queuing Penalty (veh)	7			64	1		

Intersection: 86:

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	133	33	132	34	92	73	117
Average Queue (ft)	62	8	54	12	42	26	51
95th Queue (ft)	98	30	94	36	68	54	86
Link Distance (ft)	207		232		220		167
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		100		100	
Storage Blk Time (%)			1		0		0
Queuing Penalty (veh)			0		0		0

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	34	116
Average Queue (ft)	1	14
95th Queue (ft)	18	62
Link Distance (ft)	298	298
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3028: I-80 Westbound Off Ramp

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	358	360
Average Queue (ft)	62	145
95th Queue (ft)	279	332
Link Distance (ft)	335	335
Upstream Blk Time (%)	2	4
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3029: Northgate Boulevard

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4026: Truxel Road

Movement	NB	NB	NB	NB
Directions Served	T	T	TR	R
Maximum Queue (ft)	23	195	456	299
Average Queue (ft)	0	7	138	18
95th Queue (ft)	17	88	374	141
Link Distance (ft)	461	461	461	461
Upstream Blk Time (%)			1	0
Queuing Penalty (veh)			3	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 2303

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	97238	98013	96915	97119	96960	97402	97407
Vehs Exited	97296	98010	96954	97198	96988	97372	97449
Starting Vehs	1195	1105	1099	1143	1121	1141	1154
Ending Vehs	1137	1108	1060	1064	1093	1171	1112
Denied Entry Before	32	33	28	43	34	33	49
Denied Entry After	49	69	123	268	34	108	80
Travel Distance (mi)	32943	33087	32791	32967	32699	32763	32868
Travel Time (hr)	2082.5	2135.0	2066.7	2326.3	2070.8	2151.0	2105.5
Total Delay (hr)	1106.7	1153.6	1095.4	1348.5	1101.1	1179.2	1130.1
Total Stops	81386	83176	80072	81557	81157	81791	81836
Fuel Used (gal)	1643.3	1662.7	1634.1	1698.3	1635.3	1653.5	1647.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	97050	96978	97484	97255
Vehs Exited	96981	96974	97407	97255
Starting Vehs	1098	1120	1036	1113
Ending Vehs	1167	1124	1113	1108
Denied Entry Before	52	22	70	33
Denied Entry After	111	159	161	111
Travel Distance (mi)	32814	32860	32881	32867
Travel Time (hr)	2081.0	2145.6	2212.1	2137.7
Total Delay (hr)	1107.3	1171.8	1237.1	1163.1
Total Stops	81744	81400	81943	81602
Fuel Used (gal)	1639.7	1655.5	1674.4	1654.4

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary
Existing PM

07/20/2021

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	13713	13866	13497	13750	13646	13669	13867
Vehs Exited	13779	13874	13587	13807	13705	13684	13919
Starting Vehs	1195	1105	1099	1143	1121	1141	1154
Ending Vehs	1129	1097	1009	1086	1062	1126	1102
Denied Entry Before	32	33	28	43	34	33	49
Denied Entry After	17	54	47	69	57	17	27
Travel Distance (mi)	4683	4671	4590	4688	4600	4650	4712
Travel Time (hr)	283.3	289.6	273.7	293.2	282.2	287.9	287.9
Total Delay (hr)	144.8	151.0	137.7	154.2	145.6	150.1	148.5
Total Stops	11325	11631	10952	11412	11298	11679	11573
Fuel Used (gal)	230.4	231.4	224.7	232.9	227.8	230.2	233.5

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	13746	13762	13873	13736
Vehs Exited	13741	13715	13802	13759
Starting Vehs	1098	1120	1036	1113
Ending Vehs	1103	1167	1107	1096
Denied Entry Before	52	22	70	33
Denied Entry After	49	32	109	40
Travel Distance (mi)	4632	4648	4633	4651
Travel Time (hr)	289.5	291.5	299.6	287.9
Total Delay (hr)	151.9	153.4	161.8	149.9
Total Stops	11516	11964	11579	11490
Fuel Used (gal)	230.3	231.1	232.8	230.5

SimTraffic Simulation Summary
Existing PM

07/20/2021

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	14821	15106	14769	14815	14878	14920	14819
Vehs Exited	14733	14944	14506	14579	14677	14795	14686
Starting Vehs	1129	1097	1009	1086	1062	1126	1102
Ending Vehs	1217	1259	1272	1322	1263	1251	1235
Denied Entry Before	17	54	47	69	57	17	27
Denied Entry After	33	55	107	127	112	64	84
Travel Distance (mi)	4897	5079	4907	5038	5011	4978	4965
Travel Time (hr)	302.4	329.3	310.2	346.9	327.0	318.2	322.4
Total Delay (hr)	157.0	178.9	164.4	197.5	179.1	170.8	175.1
Total Stops	12059	13032	12056	12841	12711	12501	12576
Fuel Used (gal)	242.9	255.6	244.2	257.1	251.6	249.0	250.4

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	14755	14682	14792	14833
Vehs Exited	14632	14611	14664	14683
Starting Vehs	1103	1167	1107	1096
Ending Vehs	1226	1238	1235	1242
Denied Entry Before	49	32	109	40
Denied Entry After	38	92	137	76
Travel Distance (mi)	4979	4984	4991	4983
Travel Time (hr)	309.8	322.1	336.9	322.5
Total Delay (hr)	162.1	175.0	189.2	174.9
Total Stops	12472	12583	12542	12535
Fuel Used (gal)	247.9	250.7	254.7	250.4

SimTraffic Simulation Summary
Existing PM

07/20/2021

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	13686	13757	13755	13765	13688	13872	13645
Vehs Exited	13715	13822	13975	13985	13799	13909	13733
Starting Vehs	1217	1259	1272	1322	1263	1251	1235
Ending Vehs	1188	1194	1052	1102	1152	1214	1147
Denied Entry Before	33	55	107	127	112	64	84
Denied Entry After	58	47	31	149	59	45	64
Travel Distance (mi)	4675	4672	4797	4754	4640	4644	4714
Travel Time (hr)	311.8	306.6	313.9	343.6	304.6	302.0	313.4
Total Delay (hr)	173.1	167.6	172.4	202.7	166.9	163.8	173.9
Total Stops	11994	11801	11934	11970	11540	11693	11742
Fuel Used (gal)	236.8	235.7	240.6	247.6	234.4	233.9	238.0

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	13840	13956	13920	13783
Vehs Exited	13899	14081	13962	13887
Starting Vehs	1226	1238	1235	1242
Ending Vehs	1167	1113	1193	1136
Denied Entry Before	38	92	137	76
Denied Entry After	29	100	120	65
Travel Distance (mi)	4754	4783	4719	4715
Travel Time (hr)	293.8	315.5	319.4	312.5
Total Delay (hr)	153.5	173.8	179.5	172.7
Total Stops	11812	11935	11642	11797
Fuel Used (gal)	235.2	241.7	241.3	238.5

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	55018	55284	54894	54789	54748	54941	55076
Vehs Exited	55069	55370	54886	54827	54807	54984	55111
Starting Vehs	1188	1194	1052	1102	1152	1214	1147
Ending Vehs	1137	1108	1060	1064	1093	1171	1112
Denied Entry Before	58	47	31	149	59	45	64
Denied Entry After	49	69	123	268	34	108	80
Travel Distance (mi)	18688	18665	18497	18487	18448	18491	18477
Travel Time (hr)	1185.0	1209.4	1168.9	1342.5	1157.0	1242.8	1181.7
Total Delay (hr)	631.8	656.1	620.9	794.1	609.5	694.5	632.6
Total Stops	46008	46712	45130	45334	45608	45918	45945
Fuel Used (gal)	933.2	940.0	924.7	960.6	921.5	940.5	925.8

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	54709	54578	54899	54892
Vehs Exited	54709	54567	54979	54932
Starting Vehs	1167	1113	1193	1136
Ending Vehs	1167	1124	1113	1108
Denied Entry Before	29	100	120	65
Denied Entry After	111	159	161	111
Travel Distance (mi)	18449	18445	18538	18518
Travel Time (hr)	1187.8	1216.6	1256.3	1214.8
Total Delay (hr)	639.8	669.6	706.6	665.5
Total Stops	45944	44918	46180	45771
Fuel Used (gal)	926.3	931.9	945.5	935.0

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	3.3	0.4	0.2
Total Delay (hr)	0.3	0.1	1.6	0.2	0.2	0.1	2.6
Total Del/Veh (s)	37.8	7.2	2.6	3.2	12.9	0.6	2.6
Vehicles Entered	28	70	2259	253	43	840	3493
Vehicles Exited	28	70	2265	254	43	840	3500
Hourly Exit Rate	16	40	1294	145	25	480	2000
Input Volume	18	39	1275	139	24	479	1975
% of Volume	88	104	101	104	101	100	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.1	0.2
Denied Del/Veh (s)	0.3	0.3	4.0	1.1	0.4	3.8	0.0	0.0	0.0	2.8	0.4	2.8
Total Delay (hr)	1.0	0.3	0.1	1.3	0.2	0.5	3.1	26.9	0.8	2.9	8.2	0.3
Total Del/Veh (s)	32.1	34.8	5.6	33.8	36.6	12.0	51.4	36.0	18.2	46.1	24.7	5.2
Vehicles Entered	115	32	93	140	22	148	213	2659	152	223	1194	230
Vehicles Exited	115	32	92	140	22	149	215	2674	152	223	1195	230
Hourly Exit Rate	66	18	53	80	13	85	123	1528	87	127	683	131
Input Volume	68	18	49	80	14	82	122	1531	90	129	685	131
% of Volume	97	101	106	101	89	104	101	100	97	99	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.6
Total Delay (hr)	45.7
Total Del/Veh (s)	31.2
Vehicles Entered	5221
Vehicles Exited	5239
Hourly Exit Rate	2994
Input Volume	2998
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.4	0.0	0.0	0.3	0.0	0.6	0.4	0.0	0.0
Denied Del/Veh (s)	4.0	0.1	3.6	2.8	0.2	0.2	3.2	0.3	3.2	3.7	0.2	3.5
Total Delay (hr)	0.0	2.8	0.1	3.6	2.5	0.3	2.4	1.5	0.7	2.7	1.1	0.0
Total Del/Veh (s)	31.9	24.6	5.4	28.2	13.0	2.2	29.3	27.8	4.2	27.0	27.7	3.1
Vehicles Entered	2	405	91	455	694	429	295	196	632	364	143	18
Vehicles Exited	2	404	91	455	694	429	294	195	632	363	143	18
Hourly Exit Rate	1	231	52	260	397	245	168	111	361	207	82	10
Input Volume	2	231	54	259	407	245	170	109	360	204	82	10
% of Volume	57	100	97	100	97	100	99	103	100	102	99	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	1.8
Denied Del/Veh (s)	1.7
Total Delay (hr)	17.8
Total Del/Veh (s)	17.2
Vehicles Entered	3724
Vehicles Exited	3720
Hourly Exit Rate	2126
Input Volume	2133
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.6	0.1	0.7
Denied Del/Veh (s)	0.1	0.0	0.0	3.5	1.0	0.6
Total Delay (hr)	1.6	2.4	2.4	3.8	0.4	10.6
Total Del/Veh (s)	5.1	6.8	7.7	22.8	6.6	8.8
Vehicles Entered	1149	1277	1101	603	206	4336
Vehicles Exited	1148	1276	1100	602	206	4332
Hourly Exit Rate	656	729	629	344	118	2475
Input Volume	648	726	624	346	118	2462
% of Volume	101	100	101	99	100	101
Denied Entry Before	0	0	0	1	0	1
Denied Entry After	0	0	0	0	0	0

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.5	0.9
Denied Del/Veh (s)	0.0	0.0	0.4	0.7	0.9	0.5
Total Delay (hr)	7.1	0.5	2.9	5.0	6.0	21.4
Total Del/Veh (s)	17.1	6.3	5.7	31.6	9.5	12.0
Vehicles Entered	1485	265	1815	562	2248	6375
Vehicles Exited	1485	265	1815	563	2246	6374
Hourly Exit Rate	849	151	1037	322	1283	3642
Input Volume	846	148	1040	310	1282	3626
% of Volume	100	102	100	104	100	100
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	4.0	4.2	1.3	0.1	0.3	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	10.4	8.2	9.7	0.6	0.8	3.0	0.5	0.0	0.5	0.0	0.0	0.0
Total Delay (hr)	27.9	15.4	1.1	6.6	19.5	0.6	8.4	11.0	1.5	2.5	3.6	1.4
Total Del/Veh (s)	71.6	30.0	7.9	54.1	45.1	10.2	60.2	46.6	16.5	54.7	40.0	13.3
Vehicles Entered	1375	1827	497	435	1541	212	500	847	328	163	325	380
Vehicles Exited	1394	1837	498	439	1540	213	497	840	328	162	322	379
Hourly Exit Rate	797	1050	285	251	880	122	284	480	187	93	184	217
Input Volume	787	1037	283	253	888	115	288	476	188	93	188	217
% of Volume	101	101	101	99	99	106	99	101	100	100	98	100
Denied Entry Before	2	1	1	0	0	0	0	0	0	0	0	0
Denied Entry After	1	1	0	0	0	0	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	10.2
Denied Del/Veh (s)	4.4
Total Delay (hr)	99.6
Total Del/Veh (s)	42.1
Vehicles Entered	8430
Vehicles Exited	8449
Hourly Exit Rate	4828
Input Volume	4812
% of Volume	100
Denied Entry Before	4
Denied Entry After	2

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.4	0.1	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.1
Denied Del/Veh (s)	2.9	0.7	2.6	0.0	0.0	0.0	3.7	0.8	3.6	0.3	0.3	3.6
Total Delay (hr)	3.8	12.0	0.1	3.0	8.9	1.1	3.8	1.0	0.7	6.5	1.1	0.3
Total Del/Veh (s)	57.9	22.2	4.0	60.4	22.5	8.5	47.6	53.8	10.1	51.3	52.9	7.4
Vehicles Entered	234	1936	133	175	1410	452	283	66	260	453	73	122
Vehicles Exited	232	1937	133	174	1414	454	285	66	260	454	73	121
Hourly Exit Rate	133	1107	76	99	808	259	163	38	149	259	42	69
Input Volume	137	1108	76	99	810	262	162	38	149	254	43	67
% of Volume	97	100	100	101	100	99	100	100	100	102	98	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	1.4
Denied Del/Veh (s)	0.9
Total Delay (hr)	42.2
Total Del/Veh (s)	27.0
Vehicles Entered	5597
Vehicles Exited	5603
Hourly Exit Rate	3202
Input Volume	3203
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

8: Del Paso Rd & Via Ingoggia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.5	0.2	0.1
Total Delay (hr)	2.9	0.6	0.2	0.5	4.1
Total Del/Veh (s)	3.9	1.1	1.6	7.8	2.9
Vehicles Entered	2723	1830	367	210	5130
Vehicles Exited	2730	1826	367	210	5133
Hourly Exit Rate	1560	1043	210	120	2933
Input Volume	1549	1050	202	120	2921
% of Volume	101	99	104	100	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.3	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	2.7	0.9	0.0	0.1	0.5	0.0	0.3	0.2	4.7
Total Del/Veh (s)	27.1	1.2	0.6	13.5	1.0	1.0	11.4	8.4	3.3
Vehicles Entered	359	2487	9	26	1893	116	101	86	5077
Vehicles Exited	358	2481	9	26	1885	116	101	86	5062
Hourly Exit Rate	205	1418	5	15	1077	66	58	49	2893
Input Volume	209	1403	5	14	1067	66	57	50	2870
% of Volume	98	101	100	103	101	101	102	98	101
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	2.5	0.3	2.6	0.0	0.0	0.0	0.5	0.0	0.6
Total Delay (hr)	18.2	11.4	1.2	3.9	12.2	2.0	10.2	21.1	0.6	4.1	9.3	2.2
Total Del/Veh (s)	59.1	39.1	8.5	54.0	44.7	19.5	65.3	20.5	8.8	57.4	38.3	16.0
Vehicles Entered	1092	1042	526	257	964	361	556	3692	254	253	868	493
Vehicles Exited	1099	1050	526	260	975	363	555	3686	255	251	863	492
Hourly Exit Rate	628	600	301	149	557	207	317	2106	146	143	493	281
Input Volume	620	585	301	151	546	212	311	2119	142	144	494	280
% of Volume	101	102	100	98	102	98	102	99	103	100	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.2
Total Delay (hr)	96.5
Total Del/Veh (s)	33.2
Vehicles Entered	10358
Vehicles Exited	10375
Hourly Exit Rate	5929
Input Volume	5906
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.0	0.3	0.2	0.5	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.1	0.9	0.0	0.1	0.8	4.6	0.1	0.2	2.1	0.0
Total Del/Veh (s)	22.3	33.3	4.5	16.3	16.7	8.6	22.4	12.1	7.5	23.0	6.7	3.8
Vehicles Entered	48	2	51	198	8	60	124	1379	40	31	1136	29
Vehicles Exited	48	2	51	198	8	60	123	1379	40	31	1136	29
Hourly Exit Rate	27	1	29	113	5	34	70	788	23	18	649	17
Input Volume	25	1	28	114	5	35	72	780	24	17	650	17
% of Volume	112	114	106	99	89	99	98	101	97	102	100	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

11: East Commerce Way & Benefit Way Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	9.3
Total Del/Veh (s)	10.8
Vehicles Entered	3106
Vehicles Exited	3105
Hourly Exit Rate	1774
Input Volume	1768
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

12: East Commerce Way & West Entrance Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)		0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.5	0.7
Total Del/Veh (s)		8.5	0.4	0.3	15.8	2.4	1.2
Vehicles Entered	0	20	1518	10	9	690	2247
Vehicles Exited	0	20	1518	10	9	689	2246
Hourly Exit Rate	0	11	867	6	5	394	1283
Input Volume	1	11	862	5	5	392	1276
% of Volume	0	103	101	114	103	100	101
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

13: East Commerce Way & Bella Rose Driveway Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.8	0.0	0.0	0.0	0.9
Total Del/Veh (s)	6.4	1.2	0.8	5.6	0.2	1.0
Vehicles Entered	11	2431	74	27	662	3205
Vehicles Exited	11	2432	74	27	661	3205
Hourly Exit Rate	6	1390	42	15	378	1831
Input Volume	6	1378	44	16	377	1822
% of Volume	102	101	96	94	100	101
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

14: East Commerce Way & Main Entrance Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.1	1.0	1.6	0.1	0.1
Total Delay (hr)	0.1	0.0	2.0	0.0	0.0	0.7	2.8
Total Del/Veh (s)	11.3	10.2	2.8	1.1	8.7	2.1	2.6
Vehicles Entered	17	7	2498	8	6	1300	3836
Vehicles Exited	17	7	2498	8	6	1299	3835
Hourly Exit Rate	10	4	1427	5	3	742	2191
Input Volume	11	3	1419	4	4	745	2186
% of Volume	87	133	101	114	86	100	100
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

15: East Commerce Way & KSP Arena Driveway Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.7	0.0	0.0	0.3	1.1
Total Del/Veh (s)	6.0	1.7	1.3	6.7	0.8	1.4
Vehicles Entered	54	1582	13	7	1309	2965
Vehicles Exited	54	1584	13	7	1310	2968
Hourly Exit Rate	31	905	7	4	749	1696
Input Volume	30	894	7	4	752	1687
% of Volume	104	101	104	97	100	101
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

16: Truxel Road & East Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.3
Denied Del/Veh (s)	0.1	0.1	0.1	4.0	4.0	0.0	0.0	0.0	1.2	0.1	1.5	0.1
Total Delay (hr)	0.1	0.1	0.1	1.4	0.4	0.2	22.7	0.7	1.5	5.3	0.0	32.5
Total Del/Veh (s)	66.7	72.4	13.5	53.2	14.5	58.0	18.3	10.0	57.8	6.6	2.8	14.7
Vehicles Entered	6	5	20	92	99	11	4419	242	93	2885	7	7879
Vehicles Exited	6	5	20	93	100	11	4421	243	94	2889	7	7889
Hourly Exit Rate	3	3	11	53	57	6	2526	139	54	1651	4	4508
Input Volume	4	3	11	49	57	7	2523	138	50	1643	5	4491
% of Volume	86	95	104	108	100	90	100	101	107	100	80	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.0	0.1	0.0	0.0	0.0	0.1	0.4	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	4.4	1.1	1.4	0.1	0.1	0.1	1.7	0.3	1.4	0.0	0.0	0.0
Total Delay (hr)	7.6	0.3	1.9	1.2	0.1	0.2	3.0	46.0	0.9	1.1	10.1	0.6
Total Del/Veh (s)	87.2	80.3	28.4	52.8	51.6	15.2	75.5	38.1	15.4	68.5	13.2	10.8
Vehicles Entered	308	14	234	82	4	57	138	4337	205	57	2757	208
Vehicles Exited	313	14	234	82	4	57	138	4296	204	57	2758	208
Hourly Exit Rate	179	8	134	47	2	33	79	2455	117	33	1576	119
Input Volume	175	8	133	47	2	33	79	2456	115	34	1561	120
% of Volume	102	100	101	99	114	98	99	100	102	95	101	99
Denied Entry Before	0	0	0	0	0	0	0	2	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	1.0
Denied Del/Veh (s)	0.4
Total Delay (hr)	73.0
Total Del/Veh (s)	31.1
Vehicles Entered	8401
Vehicles Exited	8365
Hourly Exit Rate	4780
Input Volume	4763
% of Volume	100
Denied Entry Before	2
Denied Entry After	0

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.2	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.3	0.0	0.1	0.2	0.1
Total Delay (hr)	4.3	7.5	2.7	2.0	16.6
Total Del/Veh (s)	8.2	7.5	15.1	12.0	8.8
Vehicles Entered	1873	3625	650	605	6753
Vehicles Exited	1874	3627	650	604	6755
Hourly Exit Rate	1071	2073	371	345	3860
Input Volume	1061	2079	374	349	3863
% of Volume	101	100	99	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.2
Denied Del/Veh (s)	0.0	0.1	0.1	0.2	0.1
Total Delay (hr)	3.6	4.2	2.9	3.4	14.2
Total Del/Veh (s)	10.6	12.2	8.9	5.7	8.8
Vehicles Entered	1219	1236	1176	2152	5783
Vehicles Exited	1219	1236	1177	2154	5786
Hourly Exit Rate	697	706	673	1231	3306
Input Volume	696	708	670	1236	3310
% of Volume	100	100	100	100	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	11.4	7.8	0.1	0.4	7.3	0.8	1.0	0.8	0.1	2.9	0.2	0.3
Total Del/Veh (s)	33.8	14.4	3.1	45.6	25.9	9.8	31.0	39.6	6.7	33.3	39.8	3.0
Vehicles Entered	1211	1952	155	34	1012	308	121	73	35	306	19	390
Vehicles Exited	1209	1951	155	33	1012	306	122	72	35	306	19	389
Hourly Exit Rate	691	1115	89	19	578	175	70	41	20	175	11	222
Input Volume	687	1126	92	19	578	172	72	39	18	176	13	222
% of Volume	101	99	96	97	100	102	97	106	109	99	82	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	33.3
Total Del/Veh (s)	21.3
Vehicles Entered	5616
Vehicles Exited	5609
Hourly Exit Rate	3205
Input Volume	3214
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

21: Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.2	0.1	4.0	0.1
Total Delay (hr)	0.2	4.5	0.1	0.1	2.3	0.0	0.2	0.0	0.0	0.0	7.5
Total Del/Veh (s)	17.7	7.4	4.3	17.7	6.2	4.2	15.0	7.1	26.7	3.9	7.2
Vehicles Entered	48	2178	68	27	1304	32	44	16	5	11	3733
Vehicles Exited	47	2179	67	27	1302	31	44	16	5	10	3728
Hourly Exit Rate	27	1245	38	15	744	18	25	9	3	6	2130
Input Volume	25	1257	38	15	740	18	25	9	4	6	2139
% of Volume	106	99	102	102	100	98	99	100	71	95	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0

22: Innovator Road/South Entrance Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Delay (hr)	0.0	8.7	0.5	1.1	3.7	0.0	1.0	0.0	0.2	0.1	0.1	0.0
Total Del/Veh (s)	54.8	17.0	6.4	31.3	9.9	5.3	26.4	0.0	5.7	32.8	33.5	6.2
Vehicles Entered	2	1838	286	120	1350	2	131	16	139	15	7	9
Vehicles Exited	2	1837	286	121	1357	2	130	16	140	15	7	9
Hourly Exit Rate	1	1050	163	69	775	1	74	9	80	9	4	5
Input Volume	2	1056	169	68	768	1	76	11	83	9	4	5
% of Volume	57	99	97	102	101	114	98	85	97	95	100	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

22: Innovator Road/South Entrance Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	15.5
Total Del/Veh (s)	14.1
Vehicles Entered	3915
Vehicles Exited	3922
Hourly Exit Rate	2241
Input Volume	2251
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	1.4	4.8	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.3	8.0	6.8	6.8	0.0	0.0	0.0
Total Delay (hr)	1.5	23.5	0.6	5.4	6.3	0.2	10.7	19.4	0.2	3.0	8.4	0.4
Total Del/Veh (s)	61.8	49.0	12.9	54.1	31.7	8.1	61.5	27.3	7.8	63.6	10.9	9.1
Vehicles Entered	86	1712	167	358	708	87	621	2527	105	166	2737	168
Vehicles Exited	87	1700	168	358	705	86	620	2558	105	165	2754	169
Hourly Exit Rate	50	971	96	205	403	49	354	1462	60	94	1574	97
Input Volume	51	983	97	214	399	50	351	1429	59	94	1548	98
% of Volume	97	99	99	95	101	97	101	102	101	101	102	99
Denied Entry Before	0	0	0	0	0	0	1	2	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	6.4
Denied Del/Veh (s)	2.4
Total Delay (hr)	79.6
Total Del/Veh (s)	30.1
Vehicles Entered	9442
Vehicles Exited	9475
Hourly Exit Rate	5414
Input Volume	5374
% of Volume	101
Denied Entry Before	3
Denied Entry After	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.5	0.3	0.0	0.1	0.1	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	4.1	1.4	1.1	2.9	0.2	2.9	3.2	0.2	3.1
Total Delay (hr)	40.7	6.6	0.8	10.4	7.0	0.8	1.8	8.0	0.3	1.6	5.2	0.4
Total Del/Veh (s)	287.1	23.3	10.6	88.4	36.7	19.9	36.0	27.7	6.1	37.7	26.9	7.6
Vehicles Entered	497	1006	251	418	683	137	184	1036	156	152	690	199
Vehicles Exited	487	1013	254	416	685	137	184	1038	156	153	691	199
Hourly Exit Rate	278	579	145	238	391	78	105	593	89	87	395	114
Input Volume	277	587	146	245	395	78	106	596	89	88	395	115
% of Volume	100	99	100	97	99	101	99	99	100	99	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.5
Denied Del/Veh (s)	1.0
Total Delay (hr)	83.5
Total Del/Veh (s)	55.0
Vehicles Entered	5409
Vehicles Exited	5413
Hourly Exit Rate	3093
Input Volume	3118
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.9	0.5	2.1	2.8	0.5	0.2	0.0	0.1	0.1	0.2	0.1	0.2
Denied Del/Veh (s)	9.5	8.7	9.2	5.1	4.6	5.3	0.1	0.1	0.2	2.1	0.2	2.1
Total Delay (hr)	6.3	4.8	9.1	23.4	3.7	0.4	15.1	19.9	2.9	4.5	23.5	0.8
Total Del/Veh (s)	68.0	84.5	39.0	42.7	34.8	10.2	54.2	35.9	6.8	60.4	45.9	10.6
Vehicles Entered	330	204	837	1960	383	150	982	1970	1529	265	1815	256
Vehicles Exited	329	202	836	1943	380	151	994	1990	1531	266	1832	257
Hourly Exit Rate	188	115	478	1110	217	86	568	1137	875	152	1047	147
Input Volume	188	121	493	1125	217	87	555	1124	883	156	1037	146
% of Volume	100	96	97	99	100	100	102	101	99	97	101	101
Denied Entry Before	2	0	2	2	0	0	0	0	0	0	0	0
Denied Entry After	1	0	2	1	0	0	0	0	0	0	0	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	7.6
Denied Del/Veh (s)	2.6
Total Delay (hr)	114.4
Total Del/Veh (s)	38.2
Vehicles Entered	10681
Vehicles Exited	10711
Hourly Exit Rate	6121
Input Volume	6132
% of Volume	100
Denied Entry Before	6
Denied Entry After	4

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.8	1.1	0.0	0.1	2.0
Denied Del/Veh (s)	3.4	2.7	0.0	0.2	0.9
Total Delay (hr)	5.0	4.4	6.8	6.7	22.9
Total Del/Veh (s)	22.0	11.1	7.9	8.6	10.1
Vehicles Entered	814	1418	3098	2814	8144
Vehicles Exited	816	1418	3097	2813	8144
Hourly Exit Rate	466	810	1770	1607	4654
Input Volume	463	801	1795	1617	4676
% of Volume	101	101	99	99	100
Denied Entry Before	0	1	0	0	1
Denied Entry After	1	1	0	0	2

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1
Total Delay (hr)	7.8	1.4	4.5	6.1	19.9
Total Del/Veh (s)	20.3	9.2	7.6	8.2	10.5
Vehicles Entered	1362	557	2135	2706	6760
Vehicles Exited	1365	559	2136	2706	6766
Hourly Exit Rate	780	319	1221	1546	3866
Input Volume	767	314	1231	1556	3869
% of Volume	102	102	99	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	1.2	1.2
Denied Del/Veh (s)	0.0	0.0	0.0	1.4	0.8
Total Delay (hr)	3.7	0.0	1.8	7.3	12.8
Total Del/Veh (s)	18.1	1.2	4.6	8.5	8.8
Vehicles Entered	740	18	1399	3104	5261
Vehicles Exited	739	18	1398	3103	5258
Hourly Exit Rate	422	10	799	1773	3005
Input Volume	426	12	810	1780	3028
% of Volume	99	89	99	100	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	1	1

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	1.7	0.0	1.5	3.6	6.8
Total Del/Veh (s)	14.1	0.5	3.7	6.0	6.1
Vehicles Entered	432	8	1437	2166	4043
Vehicles Exited	432	8	1436	2167	4043
Hourly Exit Rate	247	5	821	1238	2310
Input Volume	241	5	823	1278	2347
% of Volume	102	91	100	97	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Del Paso Rd Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.5	0.5
Total Del/Veh (s)	0.0	1.2	0.6
Vehicles Entered	1400	1456	2856
Vehicles Exited	1400	1456	2856
Hourly Exit Rate	800	832	1632
Input Volume	796	828	1624
% of Volume	101	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

33: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	5.5	1.7	7.2
Total Del/Veh (s)	5.3	2.6	4.2
Vehicles Entered	3724	2416	6140
Vehicles Exited	3723	2408	6131
Hourly Exit Rate	2127	1376	3503
Input Volume	2125	1392	3517
% of Volume	100	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

37: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	1.1	2.3
Total Del/Veh (s)	2.0	2.1	2.0
Vehicles Entered	2328	1796	4124
Vehicles Exited	2322	1800	4122
Hourly Exit Rate	1327	1029	2355
Input Volume	1318	1026	2344
% of Volume	101	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

50: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Delay (hr)	1.1	1.3	0.2	2.6
Total Del/Veh (s)	1.2	1.7	0.9	1.3
Vehicles Entered	3500	2671	866	7037
Vehicles Exited	3501	2670	866	7037
Hourly Exit Rate	2001	1526	495	4021
Input Volume	1998	1537	491	4026
% of Volume	100	99	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

55: Arena Boulevard Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	1.6	2.4
Total Del/Veh (s)	0.9	3.7	1.8
Vehicles Entered	3327	1523	4850
Vehicles Exited	3327	1526	4853
Hourly Exit Rate	1901	872	2773
Input Volume	1906	872	2777
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

60: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.2	0.5	0.2
Total Delay (hr)	1.2	2.1	0.7	4.0
Total Del/Veh (s)	1.7	2.1	2.4	2.0
Vehicles Entered	2524	3569	993	7086
Vehicles Exited	2524	3568	993	7085
Hourly Exit Rate	1442	2039	567	4049
Input Volume	1435	2044	578	4057
% of Volume	101	100	98	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

63: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0
Total Delay (hr)	0.4	0.0	1.2	1.6
Total Del/Veh (s)	1.2	0.3	1.8	1.6
Vehicles Entered	1195	110	2412	3717
Vehicles Exited	1195	110	2412	3717
Hourly Exit Rate	683	63	1378	2124
Input Volume	682	60	1378	2120
% of Volume	100	105	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

65: Arena Boulevard Performance by movement

Movement	WBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	1.9	1.9
Total Del/Veh (s)	1.7	1.7
Vehicles Entered	4159	4159
Vehicles Exited	4158	4158
Hourly Exit Rate	2376	2376
Input Volume	2387	2387
% of Volume	100	100
Denied Entry Before	0	0
Denied Entry After	0	0

67: Truxel Road Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.6	2.1	3.7
Total Del/Veh (s)	1.3	1.6	1.5
Vehicles Entered	4454	4611	9065
Vehicles Exited	4454	4603	9057
Hourly Exit Rate	2545	2630	5175
Input Volume	2561	2655	5216
% of Volume	99	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

70: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.0	0.1
Total Delay (hr)	0.5	0.1	2.5	3.1
Total Del/Veh (s)	1.3	0.9	2.3	1.9
Vehicles Entered	1379	480	3842	5701
Vehicles Exited	1378	480	3842	5700
Hourly Exit Rate	787	274	2195	3257
Input Volume	798	271	2206	3275
% of Volume	99	101	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

72: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	58.5	47.6	106.1
Denied Del/Veh (s)	0.0	95.9	97.0	65.5
Total Delay (hr)	0.6	3.8	4.8	9.1
Total Del/Veh (s)	1.1	6.3	10.0	5.7
Vehicles Entered	1868	2140	1721	5729
Vehicles Exited	1868	2141	1720	5729
Hourly Exit Rate	1067	1223	983	3274
Input Volume	1065	1262	995	3322
% of Volume	100	97	99	99
Denied Entry Before	0	8	8	16
Denied Entry After	0	56	46	102

81: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.3	0.1	0.1	4.0	0.3	0.4	2.5	0.3	2.2	0.3	0.0	0.4
Total Delay (hr)	0.6	0.1	0.4	2.4	0.1	0.1	1.8	19.0	0.1	0.3	21.9	0.3
Total Del/Veh (s)	65.5	21.2	6.9	57.1	18.8	5.8	72.8	33.5	4.3	57.6	43.2	16.0
Vehicles Entered	31	20	235	147	17	75	87	2033	62	20	1826	72
Vehicles Exited	31	20	235	149	17	75	86	2013	62	20	1799	72
Hourly Exit Rate	18	11	134	85	10	43	49	1150	35	11	1028	41
Input Volume	17	12	137	84	10	43	49	1148	33	11	1040	42
% of Volume	104	95	98	101	97	100	100	100	107	104	99	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

81: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.4
Total Delay (hr)	47.1
Total Del/Veh (s)	36.6
Vehicles Entered	4625
Vehicles Exited	4579
Hourly Exit Rate	2617
Input Volume	2626
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

86: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.3	0.0	0.0	4.2	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1	0.1	0.1	0.0	0.4	0.0	0.0	0.5	0.0
Total Del/Veh (s)	4.7	6.1	3.3	5.4	6.7	3.7	5.4	6.5	3.5	4.8	4.6	3.8
Vehicles Entered	34	60	12	53	78	58	4	195	28	36	364	17
Vehicles Exited	34	60	11	53	78	58	4	195	28	36	364	17
Hourly Exit Rate	19	34	6	30	45	33	2	111	16	21	208	10
Input Volume	21	36	6	32	43	33	3	115	16	21	211	11
% of Volume	93	95	105	95	104	100	76	97	100	98	98	88
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

86: Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.4
Total Del/Veh (s)	5.2
Vehicles Entered	939
Vehicles Exited	938
Hourly Exit Rate	536
Input Volume	548
% of Volume	98
Denied Entry Before	0
Denied Entry After	0

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	WBT	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.4	0.5
Total Del/Veh (s)	0.3	1.2	0.8
Vehicles Entered	1004	1356	2360
Vehicles Exited	1004	1356	2360
Hourly Exit Rate	574	775	1349
Input Volume	575	788	1363
% of Volume	100	98	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.3	0.2
Total Delay (hr)	0.0	0.1	0.2
Total Del/Veh (s)	0.2	1.0	0.6
Vehicles Entered	434	472	906
Vehicles Exited	434	472	906
Hourly Exit Rate	248	270	518
Input Volume	243	271	514
% of Volume	102	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3028: I-80 Westbound Off Ramp Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	0.0	0.1	0.2
Denied Del/Veh (s)	0.2	0.4	0.3
Total Delay (hr)	0.2	0.7	0.8
Total Del/Veh (s)	0.8	2.4	1.7
Vehicles Entered	746	1005	1751
Vehicles Exited	746	1004	1750
Hourly Exit Rate	426	574	1000
Input Volume	431	575	1006
% of Volume	99	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3029: Northgate Boulevard Performance by movement

Movement	EBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	0.5	0.5
Total Del/Veh (s)	0.4	0.8	0.7
Vehicles Entered	472	2124	2596
Vehicles Exited	473	2124	2597
Hourly Exit Rate	270	1214	1484
Input Volume	271	1253	1524
% of Volume	100	97	97
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	1.5	0.0	1.9	3.5
Total Del/Veh (s)	1.8	0.4	1.9	1.8
Vehicles Entered	3043	309	3629	6981
Vehicles Exited	3043	309	3630	6982
Hourly Exit Rate	1739	177	2074	3990
Input Volume	1765	181	2080	4026
% of Volume	99	98	100	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Delay (hr)	145.4
Denied Del/Veh (s)	5.4
Total Delay (hr)	1017.7
Total Del/Veh (s)	37.2
Vehicles Entered	97255
Vehicles Exited	97255
Hourly Exit Rate	55574
Input Volume	169016
% of Volume	33
Denied Entry Before	33
Denied Entry After	111

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	48	55	13	56
Average Queue (ft)	9	12	0	13
95th Queue (ft)	28	31	6	40
Link Distance (ft)	593	593		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	180
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	55	92	46	56	100	88	245	507	508	552	180	190
Average Queue (ft)	11	38	17	16	40	29	107	227	245	259	74	81
95th Queue (ft)	37	72	37	43	79	61	225	405	415	434	199	143
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)					0		1	15		30		7
Queuing Penalty (veh)					0		3	18		27		15

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	257	232	255	185
Average Queue (ft)	111	81	103	31
95th Queue (ft)	187	173	189	85
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)	11		5	
Queuing Penalty (veh)	14		7	

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	23	104	102	45	140	151	132	127	64	61	195	74
Average Queue (ft)	1	50	39	14	65	88	66	62	30	12	86	35
95th Queue (ft)	8	85	77	32	129	131	108	109	55	38	148	64
Link Distance (ft)		869	869									745
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)				0								
Queuing Penalty (veh)				0								

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	SB	SB	SB	SB	SB
Directions Served	T	L	L	T	T	R
Maximum Queue (ft)	77	84	116	64	58	20
Average Queue (ft)	31	36	60	23	16	4
95th Queue (ft)	62	70	96	49	41	15
Link Distance (ft)	745			739	739	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		285	285			130
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	127	126	129	134	146	163	101
Average Queue (ft)	80	45	59	58	64	92	41
95th Queue (ft)	127	95	102	107	111	134	71
Link Distance (ft)			1021	1021			735
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					200	200	
Storage Blk Time (%)							0
Queuing Penalty (veh)							0

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	L	L	R	R	R
Maximum Queue (ft)	217	235	97	97	97	223	544	488	225	211
Average Queue (ft)	118	130	77	48	79	54	122	129	121	69
95th Queue (ft)	179	195	115	104	123	132	274	287	185	171
Link Distance (ft)	1021	1021					737	737		
Upstream Blk Time (%)							0	0		
Queuing Penalty (veh)							0	0		
Storage Bay Dist (ft)						150			400	400
Storage Blk Time (%)		0				1	5			
Queuing Penalty (veh)		0				1	7			

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	350	450	590	550	305	249	202	188	220	220	220	210
Average Queue (ft)	286	336	285	224	159	71	120	97	214	199	166	60
95th Queue (ft)	403	494	601	447	242	159	172	151	237	240	235	165
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				165	230	230				140
Storage Blk Time (%)	23	32	0		9	0	0	0	2		11	0
Queuing Penalty (veh)	79	113	2		25	0	0	0	5		13	0

Intersection: 6: East Commerce Way & Del Paso Road

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	TR	R
Maximum Queue (ft)	194	211	172	180	195	176	77	85	248	192
Average Queue (ft)	104	119	87	101	106	58	27	42	115	51
95th Queue (ft)	168	183	142	154	166	119	62	74	194	118
Link Distance (ft)			1064	1064	1064				869	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225	225				145	280	280		195
Storage Blk Time (%)	0	0			3	0			1	
Queuing Penalty (veh)	0	0			6	0			2	

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	224	226	226	226	163	195	217	241	264	194	122	136
Average Queue (ft)	131	197	166	130	23	77	115	127	130	68	44	72
95th Queue (ft)	237	261	236	207	86	146	189	201	212	162	89	115
Link Distance (ft)							916	916	916			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	145				140	250				140	200	200
Storage Blk Time (%)	4	20		5			0		5	0		
Queuing Penalty (veh)	15	28		4			0		14	1		

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	96	106	337	101	62
Average Queue (ft)	29	40	180	32	23
95th Queue (ft)	67	75	291	73	44
Link Distance (ft)	620		397	397	
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)		200			135
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	WB	SB
Directions Served	R	R
Maximum Queue (ft)	43	88
Average Queue (ft)	1	35
95th Queue (ft)	14	63
Link Distance (ft)		578
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	130	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	EB	WB	WB	WB	B3009	NB	SB
Directions Served	L	T	T	R	L	T	R	T	R	R
Maximum Queue (ft)	231	155	23	2	48	3	39	3	71	53
Average Queue (ft)	98	4	0	0	8	0	4	0	24	19
95th Queue (ft)	187	58	17	1	29	2	19	3	50	39
Link Distance (ft)		653	653			553		403	487	425
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	234			140	210		170			
Storage Blk Time (%)	0	0								
Queuing Penalty (veh)	2	0								

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	248	281	288	212	217	214	188	108	130	171	198	233
Average Queue (ft)	159	180	187	115	115	109	75	36	61	91	95	116
95th Queue (ft)	215	241	252	181	180	179	139	76	104	149	160	190
Link Distance (ft)			403	403	403	403				1330	1330	1330
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350					150	215	215			
Storage Blk Time (%)						3	0					7
Queuing Penalty (veh)						10	0					14

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	NB	NB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	R	L	L	T	T	T
Maximum Queue (ft)	200	253	290	322	321	333	48	55	131	147	189	183	183
Average Queue (ft)	63	120	154	154	167	176	18	19	48	64	91	89	89
95th Queue (ft)	147	215	245	251	262	276	37	42	101	111	156	154	154
Link Distance (ft)				1356	1356	1356	1356					777	777
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	140	230	230					150	200	200			
Storage Blk Time (%)	1	1	2	1									0
Queuing Penalty (veh)	1	2	6	4									0

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	248	198
Average Queue (ft)	93	82
95th Queue (ft)	176	174
Link Distance (ft)	777	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		140
Storage Blk Time (%)	2	3
Queuing Penalty (veh)	5	5

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	54	44	56	130	110	183	137	191	48	73	86	91
Average Queue (ft)	17	13	5	57	40	74	51	79	11	21	21	31
95th Queue (ft)	42	31	28	103	80	142	106	147	32	53	54	66
Link Distance (ft)		527		286		814	814	814		1064	1064	1064
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)			0	15		0						0
Queuing Penalty (veh)			0	9		0						0

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	21
Average Queue (ft)	4
95th Queue (ft)	15
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: East Commerce Way & West Entrance Road

Movement	WB	WB	WB	WB	SB
Directions Served	L	L	R	R	L
Maximum Queue (ft)	6	3	39	31	30
Average Queue (ft)	0	0	8	3	3
95th Queue (ft)	3	2	31	19	17
Link Distance (ft)	535	535	535	535	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				240	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 13: East Commerce Way & Bella Rose Driveway

Movement	WB	NB	SB
Directions Served	R	TR	L
Maximum Queue (ft)	35	2	38
Average Queue (ft)	6	0	7
95th Queue (ft)	26	2	27
Link Distance (ft)	519	559	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			170
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: East Commerce Way & Main Entrance Road

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	L	R	R	T	T	T	L	T	T	T
Maximum Queue (ft)	31	21	33	31	28	130	137	145	31	92	85	108
Average Queue (ft)	5	1	4	3	1	29	24	29	3	17	10	17
95th Queue (ft)	24	9	20	19	10	91	85	97	18	60	46	64
Link Distance (ft)	522	522	522	522	522	908	908	908		559	559	559
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)									235			
Storage Blk Time (%)								0				
Queuing Penalty (veh)								0				

Intersection: 15: East Commerce Way & KSP Arena Driveway

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	48	27
Average Queue (ft)	18	2
95th Queue (ft)	39	12
Link Distance (ft)	470	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	R	L	T	T	T	T
Maximum Queue (ft)	32	20	38	33	31	114	76	80	648	630	584	534
Average Queue (ft)	3	1	3	9	3	43	25	3	158	152	147	127
95th Queue (ft)	17	9	19	31	17	87	54	36	366	382	364	316
Link Distance (ft)	524	524	524	524	524				890	890	890	890
Upstream Blk Time (%)									0	0	0	0
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)						140	140	230				
Storage Blk Time (%)						0			4			8
Queuing Penalty (veh)						0			0			11

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	NB	SB	SB	SB	SB	SB	SB
Directions Served	R	L	T	T	T	T	R
Maximum Queue (ft)	205	131	168	144	145	160	7
Average Queue (ft)	25	39	55	45	42	52	0
95th Queue (ft)	125	88	122	103	101	118	3
Link Distance (ft)			1356	1356	1356	1356	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	125	130					130
Storage Blk Time (%)		0	1			1	
Queuing Penalty (veh)		2	0			0	

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	154	420	109	63	230	523	520	551	503	260	102	218
Average Queue (ft)	128	172	35	15	114	384	358	331	321	123	32	97
95th Queue (ft)	179	377	78	39	249	534	498	475	465	307	74	180
Link Distance (ft)		425	524	524		961	961	961	961			890
Upstream Blk Time (%)		2						0				
Queuing Penalty (veh)		0						0				
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	48	7			2	31			29			2
Queuing Penalty (veh)	68	12			10	25			33			1

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	224	238	261
Average Queue (ft)	98	105	120
95th Queue (ft)	185	198	222
Link Distance (ft)	890	890	890
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	L	L	R
Maximum Queue (ft)	137	137	183	184	186	120	133	212
Average Queue (ft)	130	95	118	111	85	65	67	97
95th Queue (ft)	155	151	173	169	150	99	107	163
Link Distance (ft)			177	177	177	868	868	868
Upstream Blk Time (%)			0	0	0			
Queuing Penalty (veh)			2	2	0			
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 19: I-5 Northbound Off Ramp & Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	146	144	97	97	90	56	141	152	173	182
Average Queue (ft)	78	70	95	76	26	5	59	73	76	86
95th Queue (ft)	117	112	101	114	68	26	107	119	125	133
Link Distance (ft)	264	264					693	693	693	693
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	337	320	268	228	211	55	60	46	203	209	202	173
Average Queue (ft)	188	175	136	124	96	21	16	2	77	86	88	46
95th Queue (ft)	284	263	223	203	173	46	42	15	144	155	156	102
Link Distance (ft)									995	995	995	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360	360				230	220	220				150
Storage Blk Time (%)	0	0			0				0		1	0
Queuing Penalty (veh)	0	0			0				0		2	0

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	R
Maximum Queue (ft)	55	74	48	33	27	32	99	126	49	8	78
Average Queue (ft)	8	32	16	6	2	7	36	61	8	0	7
95th Queue (ft)	30	60	39	21	13	20	75	103	30	4	39
Link Distance (ft)			413	413	413			999	999	999	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	290	290				200	200				160
Storage Blk Time (%)											
Queuing Penalty (veh)											

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	52	165	158	175	17	46	115	133	172	59	52	29
Average Queue (ft)	13	43	39	38	2	11	25	31	47	4	16	5
95th Queue (ft)	36	113	107	107	10	34	74	87	120	27	41	21
Link Distance (ft)		995	995	995			954	954	954			463
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)		0		0			0		0			
Queuing Penalty (veh)		0		0			0		0			

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	28	20
Average Queue (ft)	2	3
95th Queue (ft)	14	16
Link Distance (ft)	359	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		57
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 22: Innovator Road/South Entrance Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	
Directions Served	L	T	T	T	R	L	T	T	T	R	L	R	
Maximum Queue (ft)	26	281	280	264	188	107	150	179	212	19	111	55	
Average Queue (ft)	1	119	111	91	33	31	32	47	68	1	40	19	
95th Queue (ft)	10	229	214	202	92	72	90	112	148	7	83	41	
Link Distance (ft)		954	954	954			1094	1094	1094				
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	235				150		190				125	135	135
Storage Blk Time (%)			1		2		0		2		0		
Queuing Penalty (veh)			0		3		0		0		0		

Intersection: 22: Innovator Road/South Entrance Road & Arena Boulevard

Movement	SB	SB	SB	SB
Directions Served	L	L	TR	R
Maximum Queue (ft)	28	26	31	15
Average Queue (ft)	4	2	5	1
95th Queue (ft)	19	13	19	7
Link Distance (ft)	490	490	490	490
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	61	261	467	534	512	188	153	178	206	220	88	192
Average Queue (ft)	13	31	258	257	123	38	72	87	97	115	18	128
95th Queue (ft)	40	108	409	416	353	122	129	142	164	184	52	191
Link Distance (ft)			1094	1094	1094				354	354		
Upstream Blk Time (%)				0								0
Queuing Penalty (veh)				0								0
Storage Bay Dist (ft)	370	370				150	200	200			140	215
Storage Blk Time (%)			2		2		0	0	0	5		0
Queuing Penalty (veh)			1		2		0	0	1	3		0

Intersection: 23: Truxel Road & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B44	B44	B44	B44	SB	SB
Directions Served	L	T	T	T	T	R	T	T	T	T	L	L
Maximum Queue (ft)	204	282	291	281	280	170	239	152	81	81	91	100
Average Queue (ft)	176	224	206	203	202	52	30	9	5	5	32	45
95th Queue (ft)	245	310	289	288	287	159	119	62	33	34	70	82
Link Distance (ft)		204	204	204	204		612	612	612	612		
Upstream Blk Time (%)	1	8	9	9	9							
Queuing Penalty (veh)	0	25	27	27	26							
Storage Bay Dist (ft)	215					145					220	220
Storage Blk Time (%)	1	8			18	0						
Queuing Penalty (veh)	4	29			11	0						

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	149	166	176	191	120
Average Queue (ft)	63	74	83	91	28
95th Queue (ft)	117	134	148	153	68
Link Distance (ft)	961	961	961	961	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				140	
Storage Blk Time (%)	0			1	
Queuing Penalty (veh)	0			1	

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	EB	EB	EB	EB	B58	B58	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	T	T	L	T	TR	L	L	T
Maximum Queue (ft)	390	1041	832	135	59	52	170	608	560	85	88	232
Average Queue (ft)	350	580	223	37	11	6	137	220	154	30	35	119
95th Queue (ft)	474	1294	789	80	79	60	198	513	431	63	68	189
Link Distance (ft)		1266	1266		354	354		743	743			878
Upstream Blk Time (%)		7	0					2	0			
Queuing Penalty (veh)		36	1					0	0			
Storage Bay Dist (ft)	290			170			100			320	320	
Storage Blk Time (%)	68	0	1	0			42	6				
Queuing Penalty (veh)	118	0	1	0			84	15				

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	234	116	69	78	172	165	110
Average Queue (ft)	115	20	19	43	91	82	35
95th Queue (ft)	185	52	52	72	143	134	67
Link Distance (ft)	878				791	791	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		150	145	145			145
Storage Blk Time (%)	3				1	0	
Queuing Penalty (veh)	3				1	1	

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	122	135	418	125	112	294	361	353	266	145	320	275
Average Queue (ft)	75	106	311	121	98	206	246	250	109	31	193	174
95th Queue (ft)	155	148	504	136	148	279	333	329	206	115	270	237
Link Distance (ft)			402						723			
Upstream Blk Time (%)			13									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	110	110		100	100	345	345	345		120	380	380
Storage Blk Time (%)	1	13	16	27	4		0	0	9	0		
Queuing Penalty (veh)	8	77	109	84	13		0	1	105	1		

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	222	356	332	291	204	175	110	292	361	368	376	225
Average Queue (ft)	130	254	226	182	91	80	41	75	221	223	224	106
95th Queue (ft)	192	344	301	255	157	144	86	149	301	308	314	252
Link Distance (ft)									1111	1111	1111	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	380				550	550	220	220				200
Storage Blk Time (%)									9		14	0
Queuing Penalty (veh)									15		20	0

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	145	155	124	126	103	229	225	200	122	122	122	122
Average Queue (ft)	74	90	75	69	43	125	115	84	121	112	77	37
95th Queue (ft)	122	132	110	102	71	186	185	153	126	141	141	102
Link Distance (ft)			1080			227	227	227				
Upstream Blk Time (%)						0	0	0				
Queuing Penalty (veh)						1	0	0				
Storage Bay Dist (ft)	425	425		425	425							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	178	191	188	107	142	140	134	77	205	190	173
Average Queue (ft)	111	111	101	54	76	73	50	17	112	99	71
95th Queue (ft)	154	157	155	86	117	112	95	51	166	158	130
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)									0	0	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (ft)				210							
Storage Blk Time (%)				0							
Queuing Penalty (veh)				0							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	134	131	100	102	161	161
Average Queue (ft)	71	73	52	45	155	132
95th Queue (ft)	110	111	81	84	180	192
Link Distance (ft)	203	203	313	313		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	94	98	140	94	137	139
Average Queue (ft)	47	48	66	32	61	60
95th Queue (ft)	74	79	110	72	100	101
Link Distance (ft)	262	262			300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: Del Paso Rd

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 33: Del Paso Road/Del Paso Rd

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 37: Del Paso Rd/Del Paso Road

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 50: Truxel Road

Movement	SB
Directions Served	T
Maximum Queue (ft)	23
Average Queue (ft)	0
95th Queue (ft)	9
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 55: Arena Boulevard

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 60: Arena Boulevard

Movement	WB	WB	WB	WB
Directions Served	T	T	T	TR
Maximum Queue (ft)	88	57	45	129
Average Queue (ft)	8	2	2	21
95th Queue (ft)	42	21	16	70
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 63: Arena Boulevard

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Arena Boulevard

Movement WB

Directions Served T
Maximum Queue (ft) 32
Average Queue (ft) 1
95th Queue (ft) 24
Link Distance (ft) 245
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: Truxel Road

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 70: Northgate Boulevard

Movement	NB
Directions Served	TR
Maximum Queue (ft)	16
Average Queue (ft)	0
95th Queue (ft)	9
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 72: Northgate Boulevard

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	212	243
Average Queue (ft)	139	196
95th Queue (ft)	250	256
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing PM

07/20/2021

Intersection: 81: Truxel Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	64	109	124	136	118	50	235	403	378	281	200	75
Average Queue (ft)	16	37	8	65	17	9	63	245	225	148	93	15
95th Queue (ft)	45	78	55	121	56	34	175	341	331	229	164	47
Link Distance (ft)		332			174			513	513	513	513	
Upstream Blk Time (%)					0							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	140		120	120		210	210					195
Storage Blk Time (%)		0	0	1	0		0	13			0	
Queuing Penalty (veh)		0	0	1	0		0	6			0	

Intersection: 81: Truxel Road

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	148	304	292	303	313	160
Average Queue (ft)	15	189	194	203	212	65
95th Queue (ft)	62	263	262	271	285	179
Link Distance (ft)		612	612	612	612	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	180					135
Storage Blk Time (%)		10			29	0
Queuing Penalty (veh)		1			12	0

Intersection: 86:

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	55	57	77	27	75	41	86
Average Queue (ft)	29	20	35	2	38	16	44
95th Queue (ft)	50	47	62	16	59	41	68
Link Distance (ft)	207		232		220		167
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		100		100	
Storage Blk Time (%)			0		0		0
Queuing Penalty (veh)			0		0		0

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB
Directions Served	TR
Maximum Queue (ft)	79
Average Queue (ft)	9
95th Queue (ft)	41
Link Distance (ft)	298
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3028: I-80 Westbound Off Ramp

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	35	113
Average Queue (ft)	1	15
95th Queue (ft)	26	57
Link Distance (ft)	341	341
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3029: Northgate Boulevard

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4026: Truxel Road

Movement	NB	NB	NB
Directions Served	T	T	TR
Maximum Queue (ft)	64	27	9
Average Queue (ft)	2	1	0
95th Queue (ft)	21	12	6
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1500

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:57	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:52	8:52	8:52	8:52	8:52	8:52	8:52
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	82474	82260	82228	82632	82063	82386	82333
Vehs Exited	82512	82339	82186	82745	82099	82419	82192
Starting Vehs	1103	1153	1040	1231	1096	1079	1031
Ending Vehs	1065	1074	1082	1118	1060	1046	1172
Denied Entry Before	15	15	36	23	14	4	10
Denied Entry After	59	71	32	25	11	13	16
Travel Distance (mi)	32731	32596	32583	32838	32469	32481	32534
Travel Time (hr)	1996.4	1988.6	1939.0	2003.7	1931.2	1902.4	1920.4
Total Delay (hr)	1025.1	1022.5	972.8	1029.7	966.7	938.5	955.3
Total Stops	78512	76964	76403	77364	76502	76585	76432
Fuel Used (gal)	1599.9	1593.5	1578.3	1603.6	1570.2	1569.2	1573.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:57	6:57	6:57	6:57
End Time	8:52	8:52	8:52	8:52
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	82101	82230	81793	82249
Vehs Exited	82099	82275	81902	82279
Starting Vehs	1112	1184	1082	1101
Ending Vehs	1114	1139	973	1071
Denied Entry Before	8	11	7	7
Denied Entry After	41	33	9	23
Travel Distance (mi)	32519	32548	32411	32571
Travel Time (hr)	1916.2	1949.5	1903.5	1945.1
Total Delay (hr)	951.3	983.0	942.6	978.7
Total Stops	76275	77901	75954	76885
Fuel Used (gal)	1571.8	1583.7	1566.6	1581.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:07
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary
Existing AM Peak - Updated Geometry

08/11/2021

Interval #1 Information

Start Time	7:07
End Time	7:22
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	11726	11656	11524	11923	11671	11743	11829
Vehs Exited	11691	11692	11423	11961	11647	11738	11745
Starting Vehs	1103	1153	1040	1231	1096	1079	1031
Ending Vehs	1138	1117	1141	1193	1120	1084	1115
Denied Entry Before	15	15	36	23	14	4	10
Denied Entry After	15	7	13	40	23	13	16
Travel Distance (mi)	4697	4637	4549	4746	4564	4631	4705
Travel Time (hr)	278.6	268.0	265.1	277.8	274.3	272.0	276.6
Total Delay (hr)	139.8	130.4	130.7	137.4	138.5	134.8	137.2
Total Stops	11094	11026	10568	10937	10760	11136	11176
Fuel Used (gal)	228.0	223.4	219.0	229.8	221.9	223.5	227.7

Interval #1 Information

Start Time	7:07
End Time	7:22
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	11581	11698	11647	11695
Vehs Exited	11698	11738	11591	11688
Starting Vehs	1112	1184	1082	1101
Ending Vehs	995	1144	1138	1108
Denied Entry Before	8	11	7	7
Denied Entry After	9	26	13	13
Travel Distance (mi)	4599	4670	4576	4637
Travel Time (hr)	267.1	272.6	263.9	271.6
Total Delay (hr)	130.5	134.1	128.8	134.2
Total Stops	10639	11101	10430	10888
Fuel Used (gal)	221.6	225.2	220.9	224.1

Interval #2 Information

Start Time	7:22
End Time	7:37
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	11857	11837	11677	11690	11711	11697	11620
Vehs Exited	11949	11939	11695	11804	11743	11713	11644
Starting Vehs	1138	1117	1141	1193	1120	1084	1115
Ending Vehs	1046	1015	1123	1079	1088	1068	1091
Denied Entry Before	15	7	13	40	23	13	16
Denied Entry After	35	55	17	76	15	16	23
Travel Distance (mi)	4732	4571	4641	4665	4607	4615	4554
Travel Time (hr)	276.2	269.1	274.3	289.7	267.2	261.8	271.7
Total Delay (hr)	135.8	133.0	136.7	151.3	130.1	124.8	136.6
Total Stops	11030	10773	10941	11172	10570	10728	10713
Fuel Used (gal)	227.9	221.1	224.6	229.7	221.5	221.9	220.6

Interval #2 Information

Start Time	7:22
End Time	7:37
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	11885	11790	11789	11752
Vehs Exited	11714	11887	11859	11799
Starting Vehs	995	1144	1138	1108
Ending Vehs	1166	1047	1068	1072
Denied Entry Before	9	26	13	13
Denied Entry After	11	31	33	23
Travel Distance (mi)	4686	4682	4663	4642
Travel Time (hr)	278.4	272.2	281.0	274.2
Total Delay (hr)	139.6	132.7	142.6	136.3
Total Stops	11256	10963	11137	10931
Fuel Used (gal)	225.6	225.2	227.3	224.5

Interval #3 Information

Start Time	7:37
End Time	7:52
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	11819	11856	11761	11855	11663	11855	11698
Vehs Exited	11808	11722	11798	11813	11625	11836	11662
Starting Vehs	1046	1015	1123	1079	1088	1068	1091
Ending Vehs	1057	1149	1086	1121	1126	1087	1127
Denied Entry Before	35	55	17	76	15	16	23
Denied Entry After	27	18	14	42	33	55	25
Travel Distance (mi)	4611	4684	4627	4682	4612	4647	4632
Travel Time (hr)	276.1	284.9	271.3	289.8	278.4	281.2	284.6
Total Delay (hr)	138.4	146.5	134.0	150.8	141.4	143.5	147.5
Total Stops	11112	11089	10900	10989	10704	11007	11055
Fuel Used (gal)	223.7	228.0	223.7	229.6	223.0	227.3	225.8

Interval #3 Information

Start Time	7:37
End Time	7:52
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	11792	11655	11682	11757
Vehs Exited	11804	11572	11704	11734
Starting Vehs	1166	1047	1068	1072
Ending Vehs	1154	1130	1046	1099
Denied Entry Before	11	31	33	23
Denied Entry After	7	8	4	17
Travel Distance (mi)	4698	4541	4654	4639
Travel Time (hr)	273.9	272.7	276.7	279.0
Total Delay (hr)	134.4	137.1	138.7	141.2
Total Stops	11138	11020	11048	11011
Fuel Used (gal)	225.9	221.5	225.9	225.4

Interval #4 Information Recording

Start Time	7:52
End Time	8:52
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	47072	46911	47266	47164	47018	47091	47186
Vehs Exited	47064	46986	47270	47167	47084	47132	47141
Starting Vehs	1057	1149	1086	1121	1126	1087	1127
Ending Vehs	1065	1074	1082	1118	1060	1046	1172
Denied Entry Before	27	18	14	42	33	55	25
Denied Entry After	59	71	32	25	11	13	16
Travel Distance (mi)	18691	18704	18766	18744	18687	18588	18643
Travel Time (hr)	1165.5	1166.6	1128.2	1146.4	1111.3	1087.3	1087.6
Total Delay (hr)	611.1	612.6	571.4	590.1	556.6	535.4	533.9
Total Stops	45276	44076	43994	44266	44468	43714	43488
Fuel Used (gal)	920.3	921.1	911.1	914.5	903.8	896.5	898.9

Interval #4 Information Recording

Start Time	7:52
End Time	8:52
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	46843	47087	46675	47025
Vehs Exited	46883	47078	46748	47058
Starting Vehs	1154	1130	1046	1099
Ending Vehs	1114	1139	973	1071
Denied Entry Before	7	8	4	17
Denied Entry After	41	33	9	23
Travel Distance (mi)	18535	18655	18518	18653
Travel Time (hr)	1096.9	1132.1	1081.9	1120.4
Total Delay (hr)	546.7	579.1	532.6	567.0
Total Stops	43242	44817	43339	44072
Fuel Used (gal)	898.6	911.8	892.6	906.9

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.5	0.3	0.3	0.1	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.3	0.5	2.2	0.5	0.5	2.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	11.6	21.5	1.8	8.7	15.3	0.3	2.7	4.8	0.8	3.2	6.4	1.5
Total Del/Veh (s)	58.3	37.6	12.0	61.2	35.9	6.6	58.8	34.6	13.7	54.7	30.2	5.4
Vehicles Entered	709	2034	524	510	1517	170	161	492	219	205	758	984
Vehicles Exited	704	2042	524	507	1521	171	163	494	219	208	759	984
Hourly Exit Rate	402	1167	299	290	869	98	93	282	125	119	434	562
Input Volume	411	1169	301	289	875	99	94	286	121	113	424	566
% of Volume	98	100	99	100	99	99	99	99	103	105	102	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	1.5
Denied Del/Veh (s)	0.6
Total Delay (hr)	78.5
Total Del/Veh (s)	33.8
Vehicles Entered	8283
Vehicles Exited	8296
Hourly Exit Rate	4741
Input Volume	4748
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report
Existing AM Peak - Updated Geometry

08/11/2021

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	180	227	257	376	401	406	250	224	217	246	236	222
Average Queue (ft)	103	140	150	231	232	220	122	145	120	209	189	151
95th Queue (ft)	172	198	206	325	332	330	262	210	187	246	240	224
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)			0	0	6			18	0	0	2	7
Queuing Penalty (veh)			0	0	23			54	2	1	0	6

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	198	88	102	104	110	125	111	104	109	142	134	116
Average Queue (ft)	37	28	48	37	48	54	38	33	45	68	56	42
95th Queue (ft)	112	68	86	79	91	101	82	75	86	117	101	90
Link Distance (ft)				1064	1064	1064				868	868	868
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)							0	0				
Queuing Penalty (veh)							0	0				

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB
Directions Served	R
Maximum Queue (ft)	178
Average Queue (ft)	31
95th Queue (ft)	107
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	195
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	97556	97390	97399	97520	97235	97520	97731
Vehs Exited	97588	97453	97483	97490	97328	97554	97754
Starting Vehs	1092	1146	1073	1083	1161	1140	1114
Ending Vehs	1060	1083	989	1113	1068	1106	1091
Denied Entry Before	54	42	17	15	18	42	38
Denied Entry After	62	178	85	54	75	84	114
Travel Distance (mi)	32819	32537	32696	32833	32825	32846	33038
Travel Time (hr)	2070.5	2138.9	2111.4	2053.5	2011.9	2044.8	2126.1
Total Delay (hr)	1098.7	1172.2	1140.9	1080.4	1038.8	1071.5	1147.1
Total Stops	80618	80505	81056	80631	80373	81696	80845
Fuel Used (gal)	1640.3	1646.4	1644.5	1636.8	1627.9	1635.5	1658.4

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	97130	97230	97571	97424
Vehs Exited	97216	97139	97623	97462
Starting Vehs	1126	1052	1118	1108
Ending Vehs	1040	1143	1066	1055
Denied Entry Before	20	36	41	25
Denied Entry After	60	24	73	73
Travel Distance (mi)	32814	32552	32866	32783
Travel Time (hr)	2069.3	1985.4	2120.0	2073.2
Total Delay (hr)	1097.2	1019.7	1146.3	1101.3
Total Stops	81701	80135	81628	80915
Fuel Used (gal)	1638.9	1610.1	1652.4	1639.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary
Existing PM Peak - Updated Geometry

08/12/2021

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	13607	13706	13721	13632	13743	13834	13941
Vehs Exited	13691	13817	13706	13547	13761	13936	13965
Starting Vehs	1092	1146	1073	1083	1161	1140	1114
Ending Vehs	1008	1035	1088	1168	1143	1038	1090
Denied Entry Before	54	42	17	15	18	42	38
Denied Entry After	72	83	36	98	29	14	62
Travel Distance (mi)	4637	4604	4585	4570	4659	4635	4718
Travel Time (hr)	279.0	282.2	281.7	276.0	284.6	284.4	293.0
Total Delay (hr)	142.1	145.2	145.2	140.7	146.4	146.7	153.1
Total Stops	10928	11371	11257	10985	11505	11533	11683
Fuel Used (gal)	228.8	228.7	226.8	224.7	230.2	230.4	235.2

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	13700	13778	13783	13739
Vehs Exited	13802	13745	13861	13788
Starting Vehs	1126	1052	1118	1108
Ending Vehs	1024	1085	1040	1067
Denied Entry Before	20	36	41	25
Denied Entry After	48	31	34	42
Travel Distance (mi)	4685	4590	4638	4632
Travel Time (hr)	283.4	282.8	281.8	282.9
Total Delay (hr)	144.8	145.9	145.1	145.5
Total Stops	11505	11483	11297	11352
Fuel Used (gal)	231.2	227.9	229.0	229.3

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	14862	14855	14927	15006	14731	14802	14797
Vehs Exited	14699	14748	14788	14938	14645	14565	14689
Starting Vehs	1008	1035	1088	1168	1143	1038	1090
Ending Vehs	1171	1142	1227	1236	1229	1275	1198
Denied Entry Before	72	83	36	98	29	14	62
Denied Entry After	115	69	90	71	54	44	89
Travel Distance (mi)	4957	4933	5014	5044	4988	4906	5004
Travel Time (hr)	319.3	323.4	326.4	325.5	316.8	311.6	324.8
Total Delay (hr)	172.7	177.1	178.0	176.3	169.3	166.3	177.0
Total Stops	12242	12515	12546	12635	12639	12546	12525
Fuel Used (gal)	248.6	250.3	252.8	254.6	250.1	244.4	250.4

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	14777	14956	15003	14864
Vehs Exited	14604	14818	14812	14734
Starting Vehs	1024	1085	1040	1067
Ending Vehs	1197	1223	1231	1204
Denied Entry Before	48	31	34	42
Denied Entry After	43	35	50	59
Travel Distance (mi)	4976	5024	4967	4981
Travel Time (hr)	308.6	311.7	316.5	318.5
Total Delay (hr)	161.8	162.7	169.1	171.0
Total Stops	12278	12532	12707	12512
Fuel Used (gal)	246.7	250.1	249.8	249.8

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	13972	13724	13880	13997	13787	13764	13715
Vehs Exited	13999	13846	13975	14077	13880	13914	13753
Starting Vehs	1171	1142	1227	1236	1229	1275	1198
Ending Vehs	1144	1020	1132	1156	1136	1125	1160
Denied Entry Before	115	69	90	71	54	44	89
Denied Entry After	77	109	105	28	30	31	126
Travel Distance (mi)	4744	4643	4645	4738	4694	4684	4660
Travel Time (hr)	312.5	308.4	313.0	300.4	294.8	296.6	310.1
Total Delay (hr)	171.9	170.3	174.7	159.9	155.1	157.4	171.3
Total Stops	11853	11408	11945	11545	11625	11767	11349
Fuel Used (gal)	240.2	235.2	237.9	238.4	234.8	235.2	235.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	13695	13453	13820	13774
Vehs Exited	13836	13626	13877	13877
Starting Vehs	1197	1223	1231	1204
Ending Vehs	1056	1050	1174	1097
Denied Entry Before	43	35	50	59
Denied Entry After	29	28	48	55
Travel Distance (mi)	4670	4596	4716	4679
Travel Time (hr)	298.8	274.7	303.4	301.3
Total Delay (hr)	160.4	138.7	163.8	162.3
Total Stops	11851	10920	11739	11597
Fuel Used (gal)	233.8	225.8	237.2	235.4

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	55115	55105	54871	54885	54974	55120	55278
Vehs Exited	55199	55042	55014	54928	55042	55139	55347
Starting Vehs	1144	1020	1132	1156	1136	1125	1160
Ending Vehs	1060	1083	989	1113	1068	1106	1091
Denied Entry Before	77	109	105	28	30	31	126
Denied Entry After	62	178	85	54	75	84	114
Travel Distance (mi)	18481	18357	18453	18480	18484	18621	18655
Travel Time (hr)	1159.7	1225.0	1190.3	1151.5	1115.7	1152.2	1198.1
Total Delay (hr)	612.0	679.5	643.0	603.5	567.9	601.1	645.8
Total Stops	45595	45211	45308	45466	44604	45850	45288
Fuel Used (gal)	922.6	932.1	927.0	919.2	912.8	925.5	937.8

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	54958	55043	54965	55023
Vehs Exited	54974	54950	55073	55074
Starting Vehs	1056	1050	1174	1097
Ending Vehs	1040	1143	1066	1055
Denied Entry Before	29	28	48	55
Denied Entry After	60	24	73	73
Travel Distance (mi)	18483	18342	18545	18490
Travel Time (hr)	1178.5	1116.2	1218.3	1170.5
Total Delay (hr)	630.2	572.4	668.4	622.4
Total Stops	46067	45200	45885	45454
Fuel Used (gal)	927.1	906.4	936.4	924.7

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	1.1	0.5	0.3	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.8	1.0	2.4	0.5	0.5	2.7	0.5	0.0	0.5	0.0	0.0	0.0
Total Delay (hr)	21.6	14.9	1.1	6.7	17.2	0.7	8.5	10.9	1.5	2.3	3.0	0.2
Total Del/Veh (s)	55.5	29.2	7.8	53.4	39.6	12.2	59.7	46.8	16.2	50.4	33.0	2.2
Vehicles Entered	1382	1826	505	445	1551	206	506	838	321	162	331	381
Vehicles Exited	1392	1837	506	446	1559	207	502	830	320	160	330	381
Hourly Exit Rate	795	1050	289	255	891	118	287	474	183	91	189	218
Input Volume	787	1037	283	253	888	115	288	476	188	93	188	217
% of Volume	101	101	102	101	100	103	100	100	97	99	100	101
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	0	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	2.5
Denied Del/Veh (s)	1.1
Total Delay (hr)	88.7
Total Del/Veh (s)	37.5
Vehicles Entered	8454
Vehicles Exited	8470
Hourly Exit Rate	4840
Input Volume	4812
% of Volume	101
Denied Entry Before	1
Denied Entry After	1

Queuing and Blocking Report
Existing PM Peak - Updated Geometry

08/12/2021

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	290	362	393	418	338	322	249	209	200	220	220	220
Average Queue (ft)	174	219	228	171	176	162	67	120	100	209	189	153
95th Queue (ft)	254	313	326	285	269	247	151	173	157	241	239	223
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	1	4	7	1			8	0	0	0	2	8
Queuing Penalty (veh)	5	14	26	5			23	0	0	0	4	9

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	210	211	220	180	186	202	174	83	88	72	67	63
Average Queue (ft)	54	104	119	86	97	102	56	24	34	28	21	12
95th Queue (ft)	142	171	182	143	153	162	119	58	66	60	49	38
Link Distance (ft)				1064	1064	1064				868	868	868
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	0	0	0	0			2	0				
Queuing Penalty (veh)	0	0	0	0			5	0				

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	2
95th Queue (ft)	20
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	195
Storage Blk Time (%)	
Queuing Penalty (veh)	

Appendix B

Queue Length Report for Existing (2021) Plus Project Conditions

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	59011	69976	69934	70063	69085	70433	69723
Vehs Exited	57492	69912	69906	70033	69029	70328	69571
Starting Vehs	1619	1611	1578	1683	1582	1643	1676
Ending Vehs	3138	1675	1606	1713	1638	1748	1828
Denied Entry Before	62	159	129	96	110	141	90
Denied Entry After	16958	5903	5396	5819	6111	5263	6239
Travel Distance (mi)	31785	41013	40584	40943	40349	40998	40571
Travel Time (hr)	16017.2	8453.8	7592.2	8276.3	8159.9	7637.4	8586.8
Total Delay (hr)	15043.3	7214.6	6363.5	7038.5	6938.6	6395.2	7360.9
Total Stops	80586	103996	99839	104804	101229	104617	104430
Fuel Used (gal)	4707.5	3294.0	3086.0	3252.5	3200.9	3107.7	3311.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	70311	70363	70204	68908
Vehs Exited	70113	70093	69981	68643
Starting Vehs	1567	1520	1574	1589
Ending Vehs	1765	1790	1797	1854
Denied Entry Before	114	102	112	105
Denied Entry After	5210	5564	5646	6801
Travel Distance (mi)	40823	40720	40987	39877
Travel Time (hr)	7746.9	7828.6	8098.5	8839.8
Total Delay (hr)	6508.8	6595.3	6859.1	7631.8
Total Stops	103678	103948	103835	101085
Fuel Used (gal)	3126.1	3143.8	3216.0	3344.6

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	9824	10084	10076	9968	10087	10148	10222
Vehs Exited	9594	10013	10019	9984	10039	10169	10197
Starting Vehs	1619	1611	1578	1683	1582	1643	1676
Ending Vehs	1849	1682	1635	1667	1630	1622	1701
Denied Entry Before	62	159	129	96	110	141	90
Denied Entry After	965	949	819	950	644	688	895
Travel Distance (mi)	5642	5925	5824	5853	5846	5992	5946
Travel Time (hr)	549.2	545.9	522.6	542.8	488.1	521.8	537.0
Total Delay (hr)	378.1	366.8	346.9	366.2	311.3	341.0	357.6
Total Stops	13888	14971	13922	14090	14515	15215	15198
Fuel Used (gal)	311.7	323.5	313.6	318.7	305.5	319.1	321.4

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	9936	10067	10226	10065
Vehs Exited	9909	9929	10061	9997
Starting Vehs	1567	1520	1574	1589
Ending Vehs	1594	1658	1739	1658
Denied Entry Before	114	102	112	105
Denied Entry After	942	795	689	823
Travel Distance (mi)	5867	5801	5908	5860
Travel Time (hr)	527.0	501.3	524.8	526.0
Total Delay (hr)	350.1	326.3	346.4	349.1
Total Stops	14445	14416	14610	14521
Fuel Used (gal)	315.2	307.7	316.5	315.3

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	9330	9683	9936	10141	9628	10037	9950
Vehs Exited	9095	9694	10046	10127	9606	10032	9967
Starting Vehs	1849	1682	1635	1667	1630	1622	1701
Ending Vehs	2084	1671	1525	1681	1652	1627	1684
Denied Entry Before	965	949	819	950	644	688	895
Denied Entry After	2577	1939	1633	1771	1724	1490	1782
Travel Distance (mi)	5243	5640	5767	5892	5640	5894	5842
Travel Time (hr)	914.5	776.5	708.6	778.1	704.9	685.7	757.9
Total Delay (hr)	755.4	605.9	533.1	600.0	533.6	507.7	581.5
Total Stops	13412	14250	14199	14742	13972	14498	14723
Fuel Used (gal)	381.6	364.9	355.2	373.5	348.6	352.6	366.9

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	10252	10042	9754	9863
Vehs Exited	10138	9975	9753	9844
Starting Vehs	1594	1658	1739	1658
Ending Vehs	1708	1725	1740	1686
Denied Entry Before	942	795	689	823
Denied Entry After	1673	1611	1692	1784
Travel Distance (mi)	5959	5814	5770	5746
Travel Time (hr)	745.9	732.4	725.8	753.0
Total Delay (hr)	565.4	556.0	551.5	579.0
Total Stops	14738	14477	14521	14349
Fuel Used (gal)	367.6	360.5	357.3	362.9

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	8580	9990	10042	9932	10036	9909	9920
Vehs Exited	8374	9932	9845	9906	9905	9813	9773
Starting Vehs	2084	1671	1525	1681	1652	1627	1684
Ending Vehs	2290	1729	1722	1707	1783	1723	1831
Denied Entry Before	2577	1939	1633	1771	1724	1490	1782
Denied Entry After	4786	2830	2285	2660	2466	2318	2754
Travel Distance (mi)	4670	5854	5825	5793	5834	5771	5702
Travel Time (hr)	1454.5	1024.0	896.1	984.6	933.6	895.5	1013.8
Total Delay (hr)	1311.1	847.6	720.1	809.3	757.6	721.5	841.3
Total Stops	12422	14835	14582	14759	14723	14286	14991
Fuel Used (gal)	487.3	428.1	398.2	417.7	406.7	396.3	421.0

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	10045	10094	10053	9858
Vehs Exited	10041	10062	10126	9782
Starting Vehs	1708	1725	1740	1686
Ending Vehs	1712	1757	1667	1765
Denied Entry Before	1673	1611	1692	1784
Denied Entry After	2496	2434	2591	2757
Travel Distance (mi)	5749	5804	5839	5684
Travel Time (hr)	944.8	930.9	962.7	1004.1
Total Delay (hr)	769.3	754.6	785.0	831.7
Total Stops	14504	14457	14673	14419
Fuel Used (gal)	408.8	405.6	414.9	418.4

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	31277	40219	39880	40022	39334	40339	39631
Vehs Exited	30429	40273	39996	40016	39479	40314	39634
Starting Vehs	2290	1729	1722	1707	1783	1723	1831
Ending Vehs	3138	1675	1606	1713	1638	1748	1828
Denied Entry Before	4786	2830	2285	2660	2466	2318	2754
Denied Entry After	16958	5903	5396	5819	6111	5263	6239
Travel Distance (mi)	16230	23595	23168	23406	23028	23341	23080
Travel Time (hr)	13099.0	6107.4	5464.9	5970.8	6033.3	5534.4	6278.1
Total Delay (hr)	12598.8	5394.2	4763.4	5263.0	5336.1	4825.1	5580.4
Total Stops	40864	59940	57136	61213	58019	60618	59518
Fuel Used (gal)	3526.9	2177.6	2019.1	2142.6	2140.1	2039.7	2202.4

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	40078	40160	40171	39108
Vehs Exited	40025	40127	40041	39037
Starting Vehs	1712	1757	1667	1765
Ending Vehs	1765	1790	1797	1854
Denied Entry Before	2496	2434	2591	2757
Denied Entry After	5210	5564	5646	6801
Travel Distance (mi)	23248	23301	23471	22587
Travel Time (hr)	5529.3	5664.0	5885.2	6556.6
Total Delay (hr)	4823.9	4958.5	5176.2	5871.9
Total Stops	59991	60598	60031	57794
Fuel Used (gal)	2034.5	2070.0	2127.3	2248.0

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	82.8	30.9	0.0	0.0	18.6	599.5	731.8
Denied Del/Veh (s)	2028.2	2023.8	0.0	0.0	1197.6	1220.6	752.3
Total Delay (hr)	49.7	1.7	1.2	0.1	1.5	55.8	110.0
Total Del/Veh (s)	4159.6	429.7	3.1	3.6	158.8	181.1	147.3
Vehicles Entered	34	13	1398	78	34	1075	2632
Vehicles Exited	13	12	1409	78	34	1078	2624
Hourly Exit Rate	7	7	805	45	19	616	1499
Input Volume	90	29	1046	56	34	1013	2268
% of Volume	8	24	77	80	57	61	66
Denied Entry Before	0	0	0	0	0	9	9
Denied Entry After	113	42	0	0	22	693	870

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	2.6	66.6	14.7
Denied Del/Veh (s)	0.9	0.9	3.4	0.9	0.2	4.0	0.0	0.0	0.0	87.6	86.5	88.2
Total Delay (hr)	3.3	1.0	2.5	0.2	2.5	0.0	5.6	6.5	0.2	2.5	43.9	5.5
Total Del/Veh (s)	36.4	37.6	21.8	47.0	49.8	5.9	84.3	21.0	7.4	85.5	57.7	33.5
Vehicles Entered	325	96	418	18	176	28	234	1113	74	104	2703	584
Vehicles Exited	324	95	417	18	176	28	235	1117	75	104	2710	584
Hourly Exit Rate	185	54	238	10	101	16	134	638	43	59	1549	334
Input Volume	189	55	234	11	100	15	155	707	49	62	1591	339
% of Volume	98	99	102	94	101	107	87	90	87	96	97	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	5	2
Denied Entry After	0	0	0	0	0	0	0	0	0	3	70	17

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	84.5
Denied Del/Veh (s)	51.0
Total Delay (hr)	73.8
Total Del/Veh (s)	44.7
Vehicles Entered	5873
Vehicles Exited	5883
Hourly Exit Rate	3362
Input Volume	3507
% of Volume	96
Denied Entry Before	7
Denied Entry After	90

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.2	0.0	0.0	0.0	0.3	0.0	0.7	0.6	0.0	0.0
Denied Del/Veh (s)	3.2	0.3	2.8	0.0	0.0	0.0	3.1	0.4	3.2	3.4	0.3	3.5
Total Delay (hr)	0.1	10.2	0.5	4.7	3.7	0.1	3.4	0.9	1.4	5.6	1.7	0.0
Total Del/Veh (s)	51.6	27.6	8.6	36.8	12.2	1.3	38.6	39.8	6.5	33.1	32.6	4.8
Vehicles Entered	4	1322	221	454	1095	224	312	78	770	607	190	15
Vehicles Exited	4	1322	221	453	1094	224	311	78	770	606	191	15
Hourly Exit Rate	2	755	126	259	625	128	178	45	440	346	109	9
Input Volume	3	748	133	299	727	151	178	42	438	347	109	8
% of Volume	76	101	95	87	86	85	100	106	100	100	100	107
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	1	0	0	0

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	1.9
Denied Del/Veh (s)	1.3
Total Delay (hr)	32.3
Total Del/Veh (s)	21.8
Vehicles Entered	5292
Vehicles Exited	5289
Hourly Exit Rate	3022
Input Volume	3183
% of Volume	95
Denied Entry Before	0
Denied Entry After	1

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.8	0.2	1.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.3	1.5	0.7
Total Delay (hr)	4.3	3.3	2.2	5.6	1.3	16.7
Total Del/Veh (s)	8.0	9.3	8.1	22.7	9.5	10.8
Vehicles Entered	1915	1276	969	889	488	5537
Vehicles Exited	1916	1281	970	887	489	5543
Hourly Exit Rate	1095	732	554	507	279	3167
Input Volume	1092	897	661	515	280	3445
% of Volume	100	82	84	98	100	92
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	1

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.2	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.5	0.1
Total Delay (hr)	37.0	3.0	3.1	3.1	3.1	49.2
Total Del/Veh (s)	55.7	24.6	6.0	26.1	8.0	27.4
Vehicles Entered	2370	432	1822	421	1380	6425
Vehicles Exited	2364	432	1824	421	1378	6419
Hourly Exit Rate	1351	247	1042	241	787	3668
Input Volume	1358	249	1318	240	795	3960
% of Volume	99	99	79	100	99	93
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	251.1	801.1	260.1	35.5	122.4	12.7	0.1	0.0	0.1	4.4	18.3	25.1
Denied Del/Veh (s)	1255.7	1262.7	1251.6	254.5	255.2	253.4	1.8	0.1	1.8	136.4	140.0	154.3
Total Delay (hr)	58.0	9.5	5.7	20.9	11.5	0.2	6.9	17.7	0.8	6.8	28.6	24.9
Total Del/Veh (s)	453.6	25.0	45.4	159.8	26.4	5.5	111.2	71.3	16.3	209.8	221.2	155.9
Vehicles Entered	425	1345	449	455	1560	164	220	888	186	112	451	558
Vehicles Exited	431	1358	449	461	1565	164	218	882	186	112	448	557
Hourly Exit Rate	246	776	257	263	894	94	125	504	106	64	256	318
Input Volume	411	1314	422	289	990	99	145	592	121	113	470	566
% of Volume	60	59	61	91	90	95	86	85	88	57	54	56
Denied Entry Before	0	1	1	0	1	0	0	0	0	0	1	1
Denied Entry After	295	939	299	47	167	16	0	0	0	5	19	27

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	1530.9
Denied Del/Veh (s)	638.8
Total Delay (hr)	191.5
Total Del/Veh (s)	99.2
Vehicles Entered	6813
Vehicles Exited	6831
Hourly Exit Rate	3903
Input Volume	5532
% of Volume	71
Denied Entry Before	5
Denied Entry After	1814

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	1.7	0.7	0.0	0.0	0.0	0.3	0.0	0.3	0.1	0.0	0.1
Denied Del/Veh (s)	5.2	2.9	4.7	0.0	0.0	0.0	3.7	0.8	3.7	0.5	0.5	3.4
Total Delay (hr)	1.4	17.1	1.6	6.0	10.7	0.5	4.5	0.4	1.0	7.4	2.5	0.4
Total Del/Veh (s)	58.9	29.4	10.4	54.9	23.5	6.7	53.3	56.6	13.6	58.1	48.6	9.4
Vehicles Entered	86	2071	554	391	1639	274	303	28	255	456	181	158
Vehicles Exited	86	2080	554	389	1636	274	306	28	255	458	180	158
Hourly Exit Rate	49	1189	317	222	935	157	175	16	146	262	103	90
Input Volume	50	1187	314	231	961	160	175	16	152	261	107	92
% of Volume	98	100	101	96	97	98	100	100	96	100	96	98
Denied Entry Before	0	3	1	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	3.3
Denied Del/Veh (s)	1.9
Total Delay (hr)	53.6
Total Del/Veh (s)	30.0
Vehicles Entered	6396
Vehicles Exited	6404
Hourly Exit Rate	3659
Input Volume	3706
% of Volume	99
Denied Entry Before	4
Denied Entry After	0

8: Del Paso Rd & Via Ingoggia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.5	0.3	0.1
Total Delay (hr)	3.5	0.6	0.3	1.4	5.8
Total Del/Veh (s)	4.5	1.2	2.0	11.8	3.7
Vehicles Entered	2793	1877	494	434	5598
Vehicles Exited	2799	1871	492	433	5595
Hourly Exit Rate	1599	1069	281	247	3197
Input Volume	1600	1100	297	252	3249
% of Volume	100	97	95	98	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (hr)	4.5	0.9	0.0	0.8	0.6	0.1	0.0	0.2	1.0	8.2
Total Del/Veh (s)	37.7	1.4	0.9	20.8	1.3	1.6	0.1	11.5	11.1	5.5
Vehicles Entered	430	2286	41	144	1776	275	14	57	320	5343
Vehicles Exited	426	2280	41	143	1774	273	14	57	320	5328
Hourly Exit Rate	243	1303	23	82	1014	156	8	33	183	3045
Input Volume	248	1309	23	89	1064	162	8	37	176	3116
% of Volume	98	100	102	92	95	96	100	88	104	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.1	0.1	0.0	0.0	0.0	0.1	0.5	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	2.5	0.3	2.3	0.0	0.0	0.0	1.0	0.7	1.5
Total Delay (hr)	8.1	13.7	7.3	7.0	13.2	0.5	6.4	7.0	0.4	9.6	35.4	6.2
Total Del/Veh (s)	48.4	46.2	38.1	58.0	39.7	9.1	60.3	20.4	7.6	69.5	53.9	35.4
Vehicles Entered	599	1047	680	431	1178	207	376	1230	211	494	2351	631
Vehicles Exited	600	1058	683	428	1190	207	380	1228	211	494	2330	626
Hourly Exit Rate	343	605	390	245	680	118	217	702	121	282	1331	358
Input Volume	342	605	399	252	669	116	280	902	151	284	1380	365
% of Volume	100	100	98	97	102	102	78	78	80	99	96	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	1	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	1.4
Denied Del/Veh (s)	0.5
Total Delay (hr)	114.9
Total Del/Veh (s)	43.4
Vehicles Entered	9435
Vehicles Exited	9435
Hourly Exit Rate	5391
Input Volume	5745
% of Volume	94
Denied Entry Before	0
Denied Entry After	1

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	1.7	1.3	4.3	0.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7
Denied Del/Veh (s)	176.5	111.4	163.1	177.1	242.9	0.0	0.0	0.0	0.0	0.0	0.0	21.3
Total Delay (hr)	1.0	2.1	1.7	0.0	0.9	0.3	1.6	0.2	2.1	9.5	0.0	19.5
Total Del/Veh (s)	109.1	196.6	67.3	20.4	35.0	21.2	8.9	5.2	56.6	28.4	4.0	28.4
Vehicles Entered	32	39	89	6	95	52	650	141	134	1201	22	2461
Vehicles Exited	31	37	88	6	95	52	650	141	133	1199	22	2454
Hourly Exit Rate	18	21	50	3	54	30	371	81	76	685	13	1402
Input Volume	20	25	56	5	58	41	496	110	109	1052	20	1992
% of Volume	89	85	90	69	94	72	75	73	70	65	63	70
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	3	3	7	0	9	0	0	0	0	0	0	22

12: East Commerce Way & West Entrance Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	1.5	7.4	0.0	0.0	13.2	24.9	47.0
Denied Del/Veh (s)	107.2	125.8	0.0	0.0	120.6	107.1	77.3
Total Delay (hr)	1.8	4.8	12.9	0.4	8.4	1.7	29.9
Total Del/Veh (s)	131.3	84.9	70.8	29.1	78.4	7.3	50.1
Vehicles Entered	50	202	651	44	379	808	2134
Vehicles Exited	49	200	649	44	379	807	2128
Hourly Exit Rate	28	114	371	25	217	461	1216
Input Volume	33	129	523	34	298	632	1649
% of Volume	85	89	71	74	73	73	74
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	2	9	0	0	15	28	54

13: East Commerce Way & Bella Rose Driveway Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.7	0.0	0.0	0.0	0.0	0.7
Denied Del/Veh (s)	87.4	0.0	0.0	0.1	0.0	1.2
Total Delay (hr)	1.7	11.9	0.5	0.0	0.1	14.2
Total Del/Veh (s)	228.8	43.4	145.2	2.2	0.5	26.8
Vehicles Entered	26	987	12	15	862	1902
Vehicles Exited	24	980	12	15	862	1893
Hourly Exit Rate	14	560	7	9	493	1082
Input Volume	15	789	9	13	664	1490
% of Volume	91	71	76	66	74	73
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	1

14: East Commerce Way & Main Entrance Road Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	2.5	0.1	13.9	11.5	0.0	0.0	27.9
Denied Del/Veh (s)	16.0	21.5	49.0	55.9	2.0	0.1	26.3
Total Delay (hr)	1.7	0.9	16.2	5.5	0.0	4.3	28.6
Total Del/Veh (s)	11.2	352.0	58.0	27.5	32.2	10.2	27.2
Vehicles Entered	556	9	1000	723	4	1492	3784
Vehicles Exited	557	8	991	720	4	1491	3771
Hourly Exit Rate	318	5	566	411	2	852	2155
Input Volume	327	6	792	586	4	1021	2736
% of Volume	97	76	72	70	57	83	79
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	10	0	19	16	0	0	45

15: East Commerce Way & KSP Arena Driveway Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.6
Denied Del/Veh (s)	89.1	0.0	0.0	0.0	0.0	0.7
Total Delay (hr)	1.1	15.1	0.1	0.0	2.0	18.4
Total Del/Veh (s)	147.0	39.4	16.8	9.3	3.6	19.0
Vehicles Entered	25	1377	30	12	2036	3480
Vehicles Exited	24	1366	30	12	2036	3468
Hourly Exit Rate	14	781	17	7	1163	1982
Input Volume	14	1173	26	9	1339	2561
% of Volume	98	67	66	76	87	77
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	1

16: Truxel Road & East Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	0.0	0.2	0.0	0.0	0.0	0.1	3.3	0.7
Denied Del/Veh (s)	0.1	0.1	0.1	5.6	0.5	5.0	0.0	0.0	0.0	4.4	2.5	4.3
Total Delay (hr)	2.7	0.1	0.6	4.9	0.0	0.4	0.2	4.2	0.1	1.7	33.3	3.5
Total Del/Veh (s)	48.5	70.8	29.5	67.7	50.3	9.7	65.5	10.3	3.8	69.8	25.7	20.3
Vehicles Entered	195	5	73	256	2	146	13	1476	52	87	4620	621
Vehicles Exited	196	5	73	257	2	145	13	1476	52	88	4621	621
Hourly Exit Rate	112	3	42	147	1	83	7	843	30	50	2641	355
Input Volume	114	3	41	147	1	83	10	1136	41	51	2707	362
% of Volume	98	95	102	100	114	100	74	74	72	99	98	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	2	0	1	0	0	0	1	19	3

16: Truxel Road & East Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	4.8
Denied Del/Veh (s)	2.3
Total Delay (hr)	51.7
Total Del/Veh (s)	24.5
Vehicles Entered	7546
Vehicles Exited	7549
Hourly Exit Rate	4314
Input Volume	4696
% of Volume	92
Denied Entry Before	1
Denied Entry After	26

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	5.8	0.2	2.0	0.2	0.1	0.1	1.5	0.1	1.8	0.0	0.0	0.0
Total Delay (hr)	1.1	0.1	0.7	3.0	0.1	0.1	0.8	6.5	0.0	0.6	23.5	1.0
Total Del/Veh (s)	62.2	57.2	29.5	54.8	57.0	6.2	60.6	16.5	3.6	76.1	17.7	21.1
Vehicles Entered	63	4	89	197	5	67	49	1421	24	27	4757	167
Vehicles Exited	63	4	88	198	5	66	48	1408	24	27	4743	166
Hourly Exit Rate	36	2	50	113	3	38	27	805	14	15	2710	95
Input Volume	35	2	51	112	3	38	43	1112	20	15	2784	96
% of Volume	103	114	99	101	95	99	64	72	69	103	97	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	37.5
Total Del/Veh (s)	19.6
Vehicles Entered	6870
Vehicles Exited	6840
Hourly Exit Rate	3909
Input Volume	4311
% of Volume	91
Denied Entry Before	0
Denied Entry After	0

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	5.6	3.8	9.3
Denied Del/Veh (s)	0.0	0.0	60.1	60.6	10.7
Total Delay (hr)	13.3	1.8	16.8	0.3	32.2
Total Del/Veh (s)	34.9	5.3	186.8	5.3	37.1
Vehicles Entered	1370	1210	320	213	3113
Vehicles Exited	1361	1210	301	213	3085
Hourly Exit Rate	778	691	172	122	1763
Input Volume	836	698	194	121	1849
% of Volume	93	99	89	101	95
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	15	10	25

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	215.2	993.0	1208.1
Denied Del/Veh (s)	0.0	0.0	1542.9	1508.9	696.9
Total Delay (hr)	21.6	3.9	1.3	60.1	86.9
Total Del/Veh (s)	50.4	7.7	19.6	178.4	64.6
Vehicles Entered	1535	1835	244	1184	4798
Vehicles Exited	1526	1835	244	1176	4781
Hourly Exit Rate	872	1049	139	672	2732
Input Volume	1046	1226	289	1356	3917
% of Volume	83	86	48	50	70
Denied Entry Before	0	0	0	1	1
Denied Entry After	0	0	258	1185	1443

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	53.7	7.7	0.0	0.2	8.4	4.0	1.8	2.8	0.4	3.2	0.4	2.9
Total Del/Veh (s)	175.3	17.4	3.3	47.7	33.7	58.7	25.6	102.9	27.4	31.6	46.0	9.7
Vehicles Entered	1070	1586	43	17	888	246	255	97	48	367	29	1082
Vehicles Exited	1069	1586	43	17	888	242	257	95	47	367	30	1084
Hourly Exit Rate	611	906	25	10	507	138	147	54	27	210	17	619
Input Volume	966	1398	38	11	621	176	153	57	28	239	19	713
% of Volume	63	65	65	88	82	79	96	95	96	88	90	87
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	0.3
Total Delay (hr)	85.6
Total Del/Veh (s)	53.3
Vehicles Entered	5728
Vehicles Exited	5725
Hourly Exit Rate	3271
Input Volume	4419
% of Volume	74
Denied Entry Before	0
Denied Entry After	0

21: Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.2	0.0	0.1	2.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	56.7	98.6	51.4	0.2	10.9	2.7
Total Delay (hr)	0.1	5.1	0.1	0.2	6.1	0.1	1.8	0.0	0.2	0.1	1.1	14.8
Total Del/Veh (s)	21.8	10.5	5.1	20.6	21.9	28.8	55.1	19.5	50.5	50.4	89.4	17.5
Vehicles Entered	10	1731	68	35	990	12	118	1	12	9	45	3031
Vehicles Exited	10	1735	69	35	986	12	116	1	12	9	44	3029
Hourly Exit Rate	6	991	39	20	563	7	66	1	7	5	25	1731
Input Volume	9	1437	53	27	709	9	70	1	7	5	24	2351
% of Volume	63	69	74	74	79	76	95	57	98	103	105	74
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	5	0	0	0	1	6

22: Innovator Road & Arena Boulevard & South Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER	SER2
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.4	0.0	0.1	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.0	1.0	1.9	0.2	30.2	0.9	0.3	0.0	0.1
Total Delay (hr)	4.7	6.3	0.4	0.9	5.5	5.2	3.1	0.1	1.0	6.9	0.1	3.4
Total Del/Veh (s)	40.2	19.8	8.8	44.2	36.0	22.6	58.8	47.5	19.5	32.0	28.5	39.4
Vehicles Entered	418	1142	142	76	543	822	186	6	178	770	14	310
Vehicles Exited	418	1143	142	76	543	823	185	6	177	772	14	308
Hourly Exit Rate	239	653	81	43	310	470	106	3	101	441	8	176
Input Volume	348	944	116	67	449	680	111	4	106	456	9	185
% of Volume	69	69	70	65	69	69	95	86	95	97	89	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	1	0	0	0	0	0	0

22: Innovator Road & Arena Boulevard & South Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.6
Total Delay (hr)	37.5
Total Del/Veh (s)	29.1
Vehicles Entered	4607
Vehicles Exited	4607
Hourly Exit Rate	2633
Input Volume	3475
% of Volume	76
Denied Entry Before	0
Denied Entry After	1

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	3.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	4.3	10.7	4.3	2.6	6.2	0.0	25.6	2.3	0.1	3.9	24.2	2.2
Total Del/Veh (s)	55.5	35.7	22.8	51.2	44.4	3.7	160.0	15.7	2.8	65.1	19.4	25.9
Vehicles Entered	277	1074	679	181	502	24	569	511	70	216	4461	304
Vehicles Exited	279	1069	677	183	496	24	561	515	70	213	4493	305
Hourly Exit Rate	159	611	387	105	283	14	321	294	40	122	2567	174
Input Volume	197	764	493	104	293	14	674	604	83	126	2610	182
% of Volume	81	80	78	101	97	98	48	49	48	97	98	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	3	0	0	0	0	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.3
Total Delay (hr)	86.6
Total Del/Veh (s)	34.8
Vehicles Entered	8868
Vehicles Exited	8885
Hourly Exit Rate	5077
Input Volume	6144
% of Volume	83
Denied Entry Before	0
Denied Entry After	4

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.2	3.1	0.3	3.1	2.9	0.3	2.8
Total Delay (hr)	3.1	3.9	0.2	1.1	0.9	0.1	0.3	3.9	1.4	1.3	5.3	0.6
Total Del/Veh (s)	42.3	17.3	7.0	29.8	21.2	6.3	37.4	24.3	8.1	31.6	18.8	5.9
Vehicles Entered	261	811	104	128	154	55	27	578	624	152	1016	378
Vehicles Exited	265	818	104	128	154	54	27	578	625	152	1019	377
Hourly Exit Rate	151	467	59	73	88	31	15	330	357	87	582	215
Input Volume	191	583	73	78	89	31	15	327	356	90	579	215
% of Volume	79	80	81	94	99	100	103	101	100	97	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	1.0
Total Delay (hr)	22.3
Total Del/Veh (s)	18.6
Vehicles Entered	4288
Vehicles Exited	4301
Hourly Exit Rate	2458
Input Volume	2627
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.3	1.1	0.1	0.0	0.0	0.0	0.0	9.6	227.2	13.8
Denied Del/Veh (s)	3.6	1.0	3.6	3.4	1.7	3.3	0.0	0.0	0.0	229.4	231.1	230.3
Total Delay (hr)	1.4	3.0	3.8	15.6	1.7	0.1	7.9	15.0	6.0	4.4	145.4	10.7
Total Del/Veh (s)	69.9	65.3	39.6	49.8	38.6	12.5	56.4	23.0	9.4	112.9	156.8	190.8
Vehicles Entered	72	165	344	1120	157	43	500	2318	2280	137	3256	198
Vehicles Exited	72	165	343	1107	156	43	503	2340	2286	137	3252	195
Hourly Exit Rate	41	94	196	633	89	25	287	1337	1306	78	1858	111
Input Volume	42	94	197	638	90	24	290	1322	1313	86	2017	120
% of Volume	98	100	99	99	99	102	99	101	99	91	92	93
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	0	0	0	13	283	17

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	252.2
Denied Del/Veh (s)	83.3
Total Delay (hr)	215.0
Total Del/Veh (s)	72.1
Vehicles Entered	10590
Vehicles Exited	10599
Hourly Exit Rate	6057
Input Volume	6233
% of Volume	97
Denied Entry Before	1
Denied Entry After	314

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.9	1.9	0.0	0.0	2.8
Denied Del/Veh (s)	4.3	4.2	0.0	0.0	1.2
Total Delay (hr)	4.6	11.6	10.3	6.4	32.9
Total Del/Veh (s)	22.4	25.1	10.8	7.9	13.5
Vehicles Entered	726	1648	3438	2900	8712
Vehicles Exited	724	1644	3442	2899	8709
Hourly Exit Rate	414	939	1967	1657	4977
Input Volume	425	941	1977	1772	5115
% of Volume	97	100	99	93	97
Denied Entry Before	0	2	0	0	2
Denied Entry After	0	1	0	0	1

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.3
Denied Del/Veh (s)	0.3	0.3	0.2	0.0	0.1
Total Delay (hr)	12.0	0.7	5.9	5.8	24.4
Total Del/Veh (s)	22.2	8.8	10.1	8.7	13.0
Vehicles Entered	1917	277	2090	2405	6689
Vehicles Exited	1925	276	2088	2407	6696
Hourly Exit Rate	1100	158	1193	1375	3826
Input Volume	1118	158	1192	1457	3925
% of Volume	98	100	100	94	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.0	3.0	2.4	8.4
Total Del/Veh (s)	16.1	6.0	4.7	7.0
Vehicles Entered	673	1785	1834	4292
Vehicles Exited	673	1785	1833	4291
Hourly Exit Rate	385	1020	1047	2452
Input Volume	432	1024	1048	2504
% of Volume	89	100	100	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.9	1.7	3.0	8.6
Total Del/Veh (s)	15.6	4.5	6.4	7.9
Vehicles Entered	898	1326	1691	3915
Vehicles Exited	898	1326	1688	3912
Hourly Exit Rate	513	758	965	2235
Input Volume	520	760	955	2235
% of Volume	99	100	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

30: Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	0.3	0.8	2.2
Total Del/Veh (s)	2.0	1.7	1.6	1.8
Vehicles Entered	2014	686	1770	4470
Vehicles Exited	2014	687	1771	4472
Hourly Exit Rate	1151	393	1012	2555
Input Volume	1146	387	1177	2710
% of Volume	100	101	86	94
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

33: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.0	4.3	1.8	11.1
Total Del/Veh (s)	4.8	8.4	13.0	6.6
Vehicles Entered	3734	1831	510	6075
Vehicles Exited	3733	1827	509	6069
Hourly Exit Rate	2133	1044	291	3468
Input Volume	2149	1321	380	3850
% of Volume	99	79	77	90
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

37: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.5	1.2	1.8
Total Del/Veh (s)	1.2	2.1	1.7
Vehicles Entered	1655	2084	3739
Vehicles Exited	1651	2087	3738
Hourly Exit Rate	943	1193	2136
Input Volume	1548	1219	2767
% of Volume	61	98	77
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

50: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.4	1.7	0.7	4.8
Total Del/Veh (s)	2.2	2.5	2.1	2.3
Vehicles Entered	4013	2404	1240	7657
Vehicles Exited	4009	2405	1240	7654
Hourly Exit Rate	2291	1374	709	4374
Input Volume	2310	1457	751	4518
% of Volume	99	94	94	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

55: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	18.9	3.1	0.3	22.4
Total Del/Veh (s)	25.1	5.6	5.7	16.3
Vehicles Entered	2702	2018	212	4932
Vehicles Exited	2699	2019	213	4931
Hourly Exit Rate	1542	1154	122	2818
Input Volume	2402	1345	142	3889
% of Volume	64	86	86	72
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

60: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.4	0.0	0.1	0.6
Denied Del/Veh (s)	1.0	0.1	0.5	0.6
Total Delay (hr)	9.8	0.4	0.6	10.8
Total Del/Veh (s)	21.2	1.2	2.3	10.0
Vehicles Entered	1664	1210	1007	3881
Vehicles Exited	1656	1210	1007	3873
Hourly Exit Rate	946	691	575	2213
Input Volume	1032	698	578	2308
% of Volume	92	99	100	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

63: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	88.7	8.9	0.0	97.6
Denied Del/Veh (s)	189.0	172.5	0.0	88.9
Total Delay (hr)	34.4	0.7	0.9	36.1
Total Del/Veh (s)	79.2	15.2	1.6	34.0
Vehicles Entered	1560	173	2079	3812
Vehicles Exited	1535	173	2080	3788
Hourly Exit Rate	877	99	1189	2165
Input Volume	1046	112	1515	2673
% of Volume	84	88	78	81
Denied Entry Before	0	0	0	0
Denied Entry After	130	13	0	143

65: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	62.5	57.9	0.0	120.4
Denied Del/Veh (s)	151.3	142.6	0.0	99.2
Total Delay (hr)	16.5	4.6	0.6	21.7
Total Del/Veh (s)	42.8	12.2	1.6	18.7
Vehicles Entered	1383	1362	1423	4168
Vehicles Exited	1370	1359	1424	4153
Hourly Exit Rate	783	777	814	2373
Input Volume	836	828	819	2483
% of Volume	94	94	99	96
Denied Entry Before	0	0	0	0
Denied Entry After	105	98	0	203

67: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	4.2	5.6	3.2	13.0
Total Del/Veh (s)	3.0	6.9	6.4	4.8
Vehicles Entered	5087	2912	1823	9822
Vehicles Exited	5089	2900	1814	9803
Hourly Exit Rate	2908	1657	1037	5602
Input Volume	2919	1772	1099	5790
% of Volume	100	94	94	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

70: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.9	0.2	0.8	1.9
Total Del/Veh (s)	1.8	1.5	1.2	1.4
Vehicles Entered	1786	426	2506	4718
Vehicles Exited	1785	425	2506	4716
Hourly Exit Rate	1020	243	1432	2695
Input Volume	1024	249	1480	2753
% of Volume	100	98	97	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

72: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.2	0.3
Denied Del/Veh (s)	0.0	0.4	0.6	0.3
Total Delay (hr)	0.9	0.9	0.5	2.4
Total Del/Veh (s)	1.4	2.0	2.2	1.8
Vehicles Entered	2224	1691	907	4822
Vehicles Exited	2224	1691	908	4823
Hourly Exit Rate	1271	966	519	2756
Input Volume	1280	955	522	2757
% of Volume	99	101	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

81: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	21.2	1150.7	41.3	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.3	0.1	0.1	1736.2	1762.1	1728.8	0.0	0.0	0.0
Total Delay (hr)	3.4	0.1	0.7	0.2	0.1	0.1	1.2	41.1	0.0	0.7	31.3	1.9
Total Del/Veh (s)	134.8	8.4	11.8	63.0	100.9	26.4	211.3	138.2	2.5	63.4	36.0	23.1
Vehicles Entered	89	51	226	9	2	9	20	1046	38	37	3121	293
Vehicles Exited	90	51	226	9	2	9	20	1042	38	37	3073	290
Hourly Exit Rate	51	29	129	5	1	5	11	595	22	21	1756	166
Input Volume	53	30	137	6	1	4	26	1304	46	24	1896	181
% of Volume	97	97	94	86	114	129	44	46	47	88	93	92
Denied Entry Before	0	0	0	0	0	0	1	46	1	0	0	0
Denied Entry After	0	0	0	0	0	0	24	1305	48	0	0	0

81: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	1213.3
Denied Del/Veh (s)	691.3
Total Delay (hr)	80.7
Total Del/Veh (s)	58.4
Vehicles Entered	4941
Vehicles Exited	4887
Hourly Exit Rate	2793
Input Volume	3708
% of Volume	75
Denied Entry Before	48
Denied Entry After	1377

86: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.7	1.4	0.5	0.0	0.0	0.0	0.1	1.0	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	17.7	17.0	23.4	0.0	0.0	0.0	18.9	18.5	19.8	0.0	0.0	0.1
Total Delay (hr)	0.5	0.8	0.2	0.3	0.4	0.1	0.0	0.8	0.1	0.1	0.4	0.0
Total Del/Veh (s)	11.4	10.6	9.5	7.5	9.7	33.9	5.7	14.7	10.2	5.7	7.5	4.3
Vehicles Entered	145	285	74	144	153	14	25	193	27	54	175	37
Vehicles Exited	145	285	73	144	152	14	25	192	27	54	175	37
Hourly Exit Rate	83	163	42	82	87	8	14	110	15	31	100	21
Input Volume	84	161	40	97	102	9	16	116	15	44	139	29
% of Volume	99	101	104	85	85	89	89	95	103	70	72	73
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	3	7	2	0	0	0	1	5	1	0	0	0

86: Performance by movement

Movement	All
Denied Delay (hr)	3.9
Denied Del/Veh (s)	10.5
Total Delay (hr)	3.8
Total Del/Veh (s)	10.2
Vehicles Entered	1326
Vehicles Exited	1323
Hourly Exit Rate	756
Input Volume	852
% of Volume	89
Denied Entry Before	0
Denied Entry After	19

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.0	0.0	2.3	0.1	0.1	3.7	0.2	0.1
Total Delay (hr)	0.2	0.1	0.0	0.2	0.2	0.0	0.2	0.1	0.0	0.2	0.1	0.0
Total Del/Veh (s)	36.3	33.5	4.8	38.1	37.1	5.4	39.5	1.3	0.8	40.7	1.3	0.6
Vehicles Entered	16	13	15	15	16	22	16	256	17	16	378	20
Vehicles Exited	16	13	15	15	16	22	16	256	17	16	378	20
Hourly Exit Rate	9	7	9	9	9	13	9	146	10	9	216	11
Input Volume	10	10	10	10	10	13	10	153	10	10	218	10
% of Volume	91	74	86	86	91	97	91	96	97	91	99	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.3
Total Del/Veh (s)	5.8
Vehicles Entered	800
Vehicles Exited	800
Hourly Exit Rate	457
Input Volume	474
% of Volume	96
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.5	0.0	0.0	4.0	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.8	6.7	3.6	4.5	6.4	2.4	1.8	0.1	0.0	1.6	0.1	0.2
Vehicles Entered	14	15	17	14	16	41	17	16	19	17	150	16
Vehicles Exited	14	15	17	14	16	41	16	16	19	17	150	16
Hourly Exit Rate	8	9	10	8	9	23	9	9	11	10	86	9
Input Volume	10	10	10	10	10	25	10	10	10	10	92	10
% of Volume	80	86	97	80	91	94	91	91	109	97	93	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.3
Total Delay (hr)	0.2
Total Del/Veh (s)	1.7
Vehicles Entered	352
Vehicles Exited	351
Hourly Exit Rate	201
Input Volume	217
% of Volume	92
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.0	0.1	0.1	1.9	0.2	0.1	7.3	3.7	2.7	8.3	10.0	4.2
Vehicles Entered	14	930	16	40	605	17	14	30	19	16	19	16
Vehicles Exited	14	930	16	40	606	17	14	30	19	16	19	16
Hourly Exit Rate	8	531	9	23	346	10	8	17	11	9	11	9
Input Volume	10	591	10	24	339	10	10	21	13	10	10	10
% of Volume	80	90	91	95	102	97	80	82	84	91	109	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.3
Total Del/Veh (s)	0.5
Vehicles Entered	1736
Vehicles Exited	1737
Hourly Exit Rate	993
Input Volume	1058
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.0	0.1	0.1	0.0	0.0	0.0	6.5	5.2	0.8
Total Delay (hr)	0.1	0.2	0.0	1.0	0.2	0.0	0.1	1.0	0.0	0.2	2.1	0.0
Total Del/Veh (s)	31.7	1.9	6.6	34.4	30.4	8.2	37.3	3.0	2.2	37.2	7.8	3.5
Vehicles Entered	14	337	14	108	20	17	11	1206	31	17	953	16
Vehicles Exited	14	338	14	108	19	17	11	1206	31	17	947	16
Hourly Exit Rate	8	193	8	62	11	10	6	689	18	10	541	9
Input Volume	10	234	10	64	10	10	10	998	24	10	560	10
% of Volume	80	83	80	96	109	97	63	69	74	97	97	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	10	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Delay (hr)	1.5
Denied Del/Veh (s)	2.0
Total Delay (hr)	5.0
Total Del/Veh (s)	6.5
Vehicles Entered	2744
Vehicles Exited	2738
Hourly Exit Rate	1565
Input Volume	1950
% of Volume	80
Denied Entry Before	0
Denied Entry After	10

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	3.7	3.5	0.3	2.7	18.9	9.7	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	90.6	90.7	60.0	120.0	117.6	100.8	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.6	1.5	0.2	0.9	9.5	5.7	0.0	0.6	0.0
Total Del/Veh (s)	2.7	0.3	0.3	16.2	42.3	41.5	40.8	62.0	62.2	12.4	6.0	6.1
Vehicles Entered	10	668	46	139	131	18	76	544	328	14	379	14
Vehicles Exited	10	668	46	138	130	18	75	540	324	14	379	14
Hourly Exit Rate	6	382	26	79	74	10	43	309	185	8	217	8
Input Volume	10	542	38	89	76	10	48	339	194	10	272	10
% of Volume	57	70	69	89	98	103	89	91	95	80	80	80
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	7	7	0	5	34	20	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	38.8
Denied Del/Veh (s)	57.2
Total Delay (hr)	19.2
Total Del/Veh (s)	29.1
Vehicles Entered	2367
Vehicles Exited	2356
Hourly Exit Rate	1346
Input Volume	1638
% of Volume	82
Denied Entry Before	0
Denied Entry After	73

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.3	0.7	1.4	0.4	0.7	3.5	1.6	0.5	0.6	0.6	0.8
Total Del/Veh (s)	31.4	7.9	9.1	44.2	107.2	133.0	104.0	15.2	25.2	139.7	135.7	155.9
Vehicles Entered	14	126	282	110	14	18	120	374	74	16	17	19
Vehicles Exited	14	126	282	108	14	17	118	372	74	15	16	18
Hourly Exit Rate	8	72	161	62	8	10	67	213	42	9	9	10
Input Volume	10	104	218	64	10	10	76	235	48	10	10	10
% of Volume	80	69	74	96	80	97	89	90	88	86	91	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	11.2
Total Del/Veh (s)	34.1
Vehicles Entered	1184
Vehicles Exited	1174
Hourly Exit Rate	671
Input Volume	805
% of Volume	83
Denied Entry Before	0
Denied Entry After	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.9	0.1	0.0	4.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	7.0	3.6	5.3	7.4	2.5	3.2	0.7	0.6	2.3	0.5	0.5
Vehicles Entered	56	15	78	18	17	18	14	142	15	17	308	83
Vehicles Exited	56	15	79	18	17	18	14	142	15	17	308	82
Hourly Exit Rate	32	9	45	10	10	10	8	81	9	10	176	47
Input Volume	38	10	51	10	10	10	10	90	10	10	180	48
% of Volume	84	86	89	103	97	103	80	90	86	97	98	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.4
Total Del/Veh (s)	1.8
Vehicles Entered	781
Vehicles Exited	781
Hourly Exit Rate	446
Input Volume	477
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.1	0.1
Total Delay (hr)	0.1	2.0	0.0	0.8	0.3	0.2	0.1	0.5	0.2	7.3	0.1	0.0
Total Del/Veh (s)	32.6	11.8	10.9	31.5	2.4	5.0	33.9	1.6	9.0	44.2	5.3	1.7
Vehicles Entered	15	608	12	90	416	129	13	1122	94	588	64	22
Vehicles Exited	15	608	12	90	415	128	14	1122	95	590	65	23
Hourly Exit Rate	9	347	7	51	237	73	8	641	54	337	37	13
Input Volume	10	427	10	48	235	76	10	926	76	339	38	13
% of Volume	86	81	69	107	101	96	80	69	71	99	98	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.4
Total Delay (hr)	11.7
Total Del/Veh (s)	13.2
Vehicles Entered	3173
Vehicles Exited	3177
Hourly Exit Rate	1815
Input Volume	2208
% of Volume	82
Denied Entry Before	0
Denied Entry After	0

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Delay (hr)	11.6	4.8	0.3	16.7
Total Del/Veh (s)	25.0	9.7	0.6	11.4
Vehicles Entered	1652	1785	1834	5271
Vehicles Exited	1655	1783	1834	5272
Hourly Exit Rate	946	1019	1048	3013
Input Volume	1026	1024	1048	3098
% of Volume	92	99	100	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.3	0.2
Total Delay (hr)	0.2	0.2	0.4
Total Del/Veh (s)	0.8	1.3	1.0
Vehicles Entered	898	488	1386
Vehicles Exited	898	488	1386
Hourly Exit Rate	513	279	792
Input Volume	520	283	803
% of Volume	99	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3028: I-80 Westbound Off Ramp Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	94.9	234.0	328.9
Denied Del/Veh (s)	455.7	461.8	460.0
Total Delay (hr)	1.5	16.3	17.8
Total Del/Veh (s)	8.1	35.3	27.4
Vehicles Entered	674	1650	2324
Vehicles Exited	673	1652	2325
Hourly Exit Rate	385	944	1329
Input Volume	432	1026	1458
% of Volume	89	92	91
Denied Entry Before	7	20	27
Denied Entry After	76	174	250

3029: Northgate Boulevard Performance by movement

Movement	EBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.0	0.1
Total Delay (hr)	0.6	0.1	1.1	1.8
Total Del/Veh (s)	4.4	0.2	2.4	1.9
Vehicles Entered	488	1326	1688	3502
Vehicles Exited	488	1326	1687	3501
Hourly Exit Rate	279	758	964	2001
Input Volume	283	760	955	1998
% of Volume	99	100	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.0	0.2	2.1	7.3
Total Del/Veh (s)	5.2	1.3	2.1	3.4
Vehicles Entered	3441	570	3644	7655
Vehicles Exited	3442	570	3644	7656
Hourly Exit Rate	1967	326	2082	4375
Input Volume	1979	332	2208	4519
% of Volume	99	98	94	97
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Delay (hr)	5736.7
Denied Del/Veh (s)	272.8
Total Delay (hr)	1895.1
Total Del/Veh (s)	96.8
Vehicles Entered	68908
Vehicles Exited	68643
Hourly Exit Rate	39225
Input Volume	208152
% of Volume	19
Denied Entry Before	105
Denied Entry After	6801

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	611	607	8	219	938
Average Queue (ft)	566	492	0	43	901
95th Queue (ft)	701	854	3	188	960
Link Distance (ft)	593	593			885
Upstream Blk Time (%)	85	80			76
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			150	180	
Storage Blk Time (%)					70
Queuing Penalty (veh)					24

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	195	297	193	37	170	44	232	262	200	203	152	200
Average Queue (ft)	60	97	94	3	74	7	123	72	82	93	20	84
95th Queue (ft)	124	189	168	19	134	28	213	188	154	164	74	197
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)	0	1	3		1		8	0		4		3
Queuing Penalty (veh)	0	4	8		0		14	0		2		16

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	443	432	463	200
Average Queue (ft)	354	368	418	174
95th Queue (ft)	467	472	479	266
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)	7	9	45	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)	54		55	1
Queuing Penalty (veh)	34		186	8

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	26	307	315	200	171	178	192	201	48	55	225	69
Average Queue (ft)	2	148	160	53	75	90	80	96	12	9	108	22
95th Queue (ft)	13	235	249	156	136	148	156	169	37	33	183	52
Link Distance (ft)		869	869				703	703				745
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)		2	11	0	0	0	0				0	
Queuing Penalty (veh)		0	15	0	0	0	0				0	

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	167	197	193	212	106	77	26
Average Queue (ft)	20	47	81	102	30	27	3
95th Queue (ft)	80	166	148	166	66	58	16
Link Distance (ft)	745				739	739	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		110	285	285			130
Storage Blk Time (%)	0	5		0			
Queuing Penalty (veh)	0	1		0			

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	L	R
Maximum Queue (ft)	212	212	238	228	15	208	226	174
Average Queue (ft)	95	94	81	79	0	102	121	75
95th Queue (ft)	174	168	170	168	11	166	182	127
Link Distance (ft)	224	224	1021	1021	1021			735
Upstream Blk Time (%)	0	0						
Queuing Penalty (veh)	1	1						
Storage Bay Dist (ft)						200	200	
Storage Blk Time (%)						0	0	0
Queuing Penalty (veh)						0	1	1

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	R	T	T	T	L	L	R	R	R
Maximum Queue (ft)	920	922	325	135	161	176	145	177	273	246	219
Average Queue (ft)	404	415	168	40	56	66	40	83	87	107	37
95th Queue (ft)	781	791	436	97	128	145	93	136	177	177	140
Link Distance (ft)	1021	1021		165	165	165		737	737		
Upstream Blk Time (%)	0	0		0	0	0			0		
Queuing Penalty (veh)	1	2		0	0	1			0		
Storage Bay Dist (ft)			210				150			400	400
Storage Blk Time (%)		38					0	1			
Queuing Penalty (veh)		95					0	1			

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	350	450	621	591	545	240	238	231	230	240	236	210
Average Queue (ft)	308	412	544	319	134	78	197	185	121	131	131	62
95th Queue (ft)	456	605	806	752	452	236	252	254	275	285	284	201
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				165	230	230				140
Storage Blk Time (%)	83	88	3		8	10	3	12	2		15	0
Queuing Penalty (veh)	366	384	11		35	44	10	41	6		15	0

Intersection: 6: East Commerce Way & Del Paso Road

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	TR	R
Maximum Queue (ft)	164	270	338	326	341	193	109	355	883	245
Average Queue (ft)	57	99	155	155	155	65	32	113	872	193
95th Queue (ft)	124	190	279	279	297	185	79	338	881	338
Link Distance (ft)			1064	1064	1064				869	
Upstream Blk Time (%)									46	
Queuing Penalty (veh)									509	
Storage Bay Dist (ft)	225	225				145	280	280		195
Storage Blk Time (%)	0	0	5		18	0			68	5
Queuing Penalty (veh)	0	0	7		22	0			270	44

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	224	247	237	248	190	301	319	272	288	195	155	167
Average Queue (ft)	67	210	191	185	121	167	135	149	159	65	59	104
95th Queue (ft)	184	260	249	262	230	269	234	230	246	185	157	156
Link Distance (ft)							917	917	917			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	145				140	250				140	200	200
Storage Blk Time (%)	0	29		18	1	2	0		11			0
Queuing Penalty (veh)	0	15		56	5	7	0		17			0

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	55	123	389	286	141
Average Queue (ft)	12	45	198	75	32
95th Queue (ft)	37	90	328	162	76
Link Distance (ft)	340		397	397	
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			0	0	
Storage Bay Dist (ft)		200			135
Storage Blk Time (%)				2	
Queuing Penalty (veh)				2	

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	EB	EB	WB	WB	SB
Directions Served	T	T	T	R	R
Maximum Queue (ft)	89	89	2	61	175
Average Queue (ft)	2	2	0	3	68
95th Queue (ft)	67	67	2	24	123
Link Distance (ft)	917	917	653		578
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				130	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Existing Plus Project AM

07/22/2021

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	T	R	L	T	T	T	R	R	R
Maximum Queue (ft)	276	221	151	44	11	132	10	8	36	38	59	157
Average Queue (ft)	145	13	4	1	0	44	0	0	1	6	16	52
95th Queue (ft)	247	127	66	26	4	91	5	4	11	24	40	103
Link Distance (ft)		653	653	653			553	553	553		199	425
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	234				140	210				170		
Storage Blk Time (%)	3	0		0								
Queuing Penalty (veh)	11	0		0								

Queuing and Blocking Report
Existing Plus Project AM

07/22/2021

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	B3009	B3009	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	T	T	L	L	T
Maximum Queue (ft)	158	174	184	249	259	414	200	2	60	156	210	231
Average Queue (ft)	86	101	112	132	134	201	170	0	2	75	101	109
95th Queue (ft)	140	152	161	211	216	366	241	2	58	132	162	175
Link Distance (ft)			406	406	406	406		553	553			1330
Upstream Blk Time (%)						1			0			
Queuing Penalty (veh)						3			1			
Storage Bay Dist (ft)	350	350					150			215	215	
Storage Blk Time (%)						7	27				0	0
Queuing Penalty (veh)						27	55				0	0

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R	R	L	L
Maximum Queue (ft)	235	284	200	160	208	160	144	152	61	61	212	280
Average Queue (ft)	112	141	34	74	104	66	60	61	17	16	106	196
95th Queue (ft)	185	223	131	138	169	123	114	120	40	42	176	336
Link Distance (ft)	1330	1330				1356	1356	1356	1356			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			140	230	230					150	200	200
Storage Blk Time (%)		12	0		0	0					0	1
Queuing Penalty (veh)		14	0		0	0					1	4

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	612	634	660	200
Average Queue (ft)	321	336	393	167
95th Queue (ft)	540	551	627	270
Link Distance (ft)	777	777	777	
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	3	
Storage Bay Dist (ft)				140
Storage Blk Time (%)	25		35	3
Queuing Penalty (veh)	70		129	12

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	63	95	62	123	73	97	80	114	105	237	201	164
Average Queue (ft)	12	55	17	62	21	30	29	47	34	137	104	24
95th Queue (ft)	40	283	51	173	53	72	70	97	79	621	542	99
Link Distance (ft)		527		286		813	813	813		1064	1064	1064
Upstream Blk Time (%)		7		8						8	0	
Queuing Penalty (veh)		0		0						33	0	
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)		9	10	7					0	9		
Queuing Penalty (veh)		2	9	2					0	10		

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	18
Average Queue (ft)	2
95th Queue (ft)	11
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: East Commerce Way & West Entrance Road

Movement	WB	WB	WB	WB	B1012	B1012	B1012	NB	NB	NB	NB	SB
Directions Served	L	L	R	R	T	T	T	T	T	T	R	L
Maximum Queue (ft)	72	76	100	94	20	22	21	56	56	58	33	105
Average Queue (ft)	22	30	60	56	9	17	16	55	56	56	3	36
95th Queue (ft)	71	107	189	189	59	108	105	330	332	332	17	157
Link Distance (ft)	239	239	239	239	205	205	205	562	562	562		
Upstream Blk Time (%)			9	9	0	8	7	9	10	10		
Queuing Penalty (veh)			2	2	0	2	2	17	18	18		
Storage Bay Dist (ft)											175	240
Storage Blk Time (%)								10		10		10
Queuing Penalty (veh)								0		3		21

Intersection: 12: East Commerce Way & West Entrance Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	T
Maximum Queue (ft)	131	83	83	81
Average Queue (ft)	67	81	71	3
95th Queue (ft)	175	484	444	87
Link Distance (ft)		813	813	813
Upstream Blk Time (%)		10	0	0
Queuing Penalty (veh)		23	0	0
Storage Bay Dist (ft)	240			
Storage Blk Time (%)	10			
Queuing Penalty (veh)	21			

Intersection: 13: East Commerce Way & Bella Rose Driveway

Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	TR	L
Maximum Queue (ft)	69	57	57	57	23
Average Queue (ft)	32	50	50	51	2
95th Queue (ft)	145	311	312	312	14
Link Distance (ft)	295	558	558	558	
Upstream Blk Time (%)	6	9	9	9	
Queuing Penalty (veh)	0	23	23	23	
Storage Bay Dist (ft)					170
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 14: East Commerce Way & Main Entrance Road

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	L	R	R	T	T	T	R	L	L	T
Maximum Queue (ft)	120	130	94	42	35	201	202	211	129	9	31	161
Average Queue (ft)	49	59	15	10	5	124	117	130	35	0	2	67
95th Queue (ft)	90	106	56	49	30	514	512	525	76	5	15	119
Link Distance (ft)	241	241	241	241	241	923	923	923				558
Upstream Blk Time (%)						8	8	8				
Queuing Penalty (veh)						29	29	30				
Storage Bay Dist (ft)									145	235	235	
Storage Blk Time (%)								8	0			
Queuing Penalty (veh)								49	0			

Intersection: 14: East Commerce Way & Main Entrance Road

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	179	156
Average Queue (ft)	85	62
95th Queue (ft)	142	131
Link Distance (ft)	558	558
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: East Commerce Way & KSP Arena Driveway

Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	T	L
Maximum Queue (ft)	49	91	100	102	29
Average Queue (ft)	19	51	59	77	3
95th Queue (ft)	90	353	399	514	17
Link Distance (ft)	184	996	996	996	
Upstream Blk Time (%)	6			7	
Queuing Penalty (veh)	0			28	
Storage Bay Dist (ft)					200
Storage Blk Time (%)				8	
Queuing Penalty (veh)				2	

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	T	R	L	L	T	T
Maximum Queue (ft)	148	129	34	83	47	198	316	122	18	29	161	115
Average Queue (ft)	65	22	3	28	7	115	23	30	1	4	49	34
95th Queue (ft)	121	74	17	62	30	191	164	63	9	17	107	78
Link Distance (ft)	282	282	282	282	282		529				889	889
Upstream Blk Time (%)							1					
Queuing Penalty (veh)							0					
Storage Bay Dist (ft)						140		140	230	230		
Storage Blk Time (%)						11	0				0	
Queuing Penalty (veh)						10	0				0	

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T	R
Maximum Queue (ft)	120	117	23	202	742	787	803	215
Average Queue (ft)	32	27	3	49	283	293	310	110
95th Queue (ft)	81	76	12	132	581	602	629	275
Link Distance (ft)	889	889			1356	1356	1356	
Upstream Blk Time (%)						0	1	
Queuing Penalty (veh)						0	5	
Storage Bay Dist (ft)			125	130				130
Storage Blk Time (%)		0		0	18		20	
Queuing Penalty (veh)		0		2	9		73	

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	98	132	214	64	84	224	219	172	170	42	139	443
Average Queue (ft)	34	40	84	16	25	98	76	65	61	6	18	151
95th Queue (ft)	74	122	162	40	62	177	154	130	132	25	64	351
Link Distance (ft)		425	524	524		961	961	961	961			889
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	1	2				3			1			7
Queuing Penalty (veh)	1	1				1			0			1

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	465	474	507
Average Queue (ft)	170	178	202
95th Queue (ft)	396	398	441
Link Distance (ft)	889	889	889
Upstream Blk Time (%)			1
Queuing Penalty (veh)			10
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	L	L	R
Maximum Queue (ft)	242	256	97	98	71	398	377	234
Average Queue (ft)	144	140	55	41	13	172	133	42
95th Queue (ft)	293	293	83	77	44	555	511	169
Link Distance (ft)	245	245	177	177	177	868	868	868
Upstream Blk Time (%)	21	14				5	5	0
Queuing Penalty (veh)	88	57				0	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 19: I-5 Northbound Off Ramp & Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	289	323	100	104	133	143	712	742	741	718
Average Queue (ft)	266	174	36	41	63	83	339	699	708	608
95th Queue (ft)	297	320	82	86	111	125	894	830	733	929
Link Distance (ft)	264	264	164	164	164	164	693	693	693	693
Upstream Blk Time (%)	49	3			0	0	11	87	96	11
Queuing Penalty (veh)	257	17			0	0	0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	397	435	686	645	418	42	42	23	138	229	239	121
Average Queue (ft)	396	433	666	135	95	8	9	1	65	75	141	53
95th Queue (ft)	402	437	690	423	219	28	30	8	115	167	500	122
Link Distance (ft)			661	661	661				995	995	995	
Upstream Blk Time (%)			27	0	0							5
Queuing Penalty (veh)			213	0	0							14
Storage Bay Dist (ft)	360	360				230	220	220				150
Storage Blk Time (%)	20	73	0		0							7
Queuing Penalty (veh)	81	301	3		0							12

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B1020	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	T	L	L	T	T	R
Maximum Queue (ft)	91	103	47	69	98	52	16	124	138	54	286	226
Average Queue (ft)	25	49	11	15	32	10	3	49	64	14	16	103
95th Queue (ft)	63	82	33	79	175	30	38	95	112	41	131	225
Link Distance (ft)			413	413	413		150			996	996	
Upstream Blk Time (%)					3		2					
Queuing Penalty (veh)					0		0					
Storage Bay Dist (ft)	290	290				200		200	200			160
Storage Blk Time (%)					4							4
Queuing Penalty (veh)					1							0

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	28	198	166	208	61	62	170	185	227	28	86	72
Average Queue (ft)	3	65	40	60	5	15	42	75	98	2	38	25
95th Queue (ft)	16	147	103	137	22	42	267	359	412	13	84	182
Link Distance (ft)		995	995	995			948	948	948			463
Upstream Blk Time (%)							0	0	4			4
Queuing Penalty (veh)							0	0	10			0
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)		0		1					5		5	
Queuing Penalty (veh)		0		0					0		0	

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	59	44
Average Queue (ft)	17	14
95th Queue (ft)	120	39
Link Distance (ft)	359	
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		57
Storage Blk Time (%)	0	5
Queuing Penalty (veh)	0	0

Intersection: 22: Innovator Road & Arena Boulevard & South Entrance Road

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	<
Maximum Queue (ft)	172	175	183	171	222	171	98	200	204	374	210	131
Average Queue (ft)	70	74	67	65	87	24	31	52	65	106	113	66
95th Queue (ft)	133	139	143	135	178	83	71	193	267	424	197	114
Link Distance (ft)			948	948	948			1122	1122	1122		
Upstream Blk Time (%)									0	3		
Queuing Penalty (veh)									0	11		
Storage Bay Dist (ft)	235	235				150	190				125	135
Storage Blk Time (%)	0	0	0		2			2		4	6	4
Queuing Penalty (veh)	0	0	0		3			1		24	9	4

Intersection: 22: Innovator Road & Arena Boulevard & South Entrance Road

Movement	NB	NB	B79	SE	SE	SE	SE	B41	B41	B41	B41
Directions Served	L	R	T	L	L	R>	>	T	T	T	T
Maximum Queue (ft)	42	139	19	190	194	117	131	65	98	18	17
Average Queue (ft)	9	50	5	108	122	56	61	3	6	3	5
95th Queue (ft)	65	232	51	177	194	98	119	27	40	40	47
Link Distance (ft)		608	166	117	117	117	117	163	163	163	163
Upstream Blk Time (%)		3	3	11	16	0	4			1	2
Queuing Penalty (veh)		6	5	18	25	1	6			1	3
Storage Bay Dist (ft)	135										
Storage Blk Time (%)	3										
Queuing Penalty (veh)	3										

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B58
Directions Served	L	L	T	T	T	R	L	L	T	T	R	T
Maximum Queue (ft)	127	139	269	282	350	200	98	103	159	261	60	127
Average Queue (ft)	52	67	141	142	60	126	33	46	49	133	6	12
95th Queue (ft)	101	117	237	240	223	219	75	85	102	241	30	195
Link Distance (ft)			1122	1122	1122				352	352		1266
Upstream Blk Time (%)										3		0
Queuing Penalty (veh)										4		0
Storage Bay Dist (ft)	370	370				150	200	200			140	
Storage Blk Time (%)					0	9			0	9		
Queuing Penalty (veh)					1	20			0	1		

Intersection: 23: Truxel Road & Arena Boulevard

Movement	B58	NB	NB	NB	NB	NB	NB	NB	B44	B44	B44	SB
Directions Served	T	L	L	T	T	T	T	R	T	T	T	L
Maximum Queue (ft)	128	201	205	304	97	124	144	85	632	594	380	112
Average Queue (ft)	17	164	201	278	23	35	31	13	614	107	14	43
95th Queue (ft)	217	246	209	288	64	86	91	47	652	423	143	86
Link Distance (ft)	1266			205	205	205	205		611	611	611	
Upstream Blk Time (%)	0	1	51	78		0	0		27	0	0	
Queuing Penalty (veh)	0	0	0	266		0	0		92	0	0	
Storage Bay Dist (ft)		215	215					145				220
Storage Blk Time (%)		1	51	78			0					
Queuing Penalty (veh)		1	68	527			0					

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	163	308	310	399	462	220
Average Queue (ft)	60	156	172	189	222	107
95th Queue (ft)	115	257	273	319	450	243
Link Distance (ft)		961	961	961	961	
Upstream Blk Time (%)				0	2	
Queuing Penalty (veh)				0	15	
Storage Bay Dist (ft)	220					140
Storage Blk Time (%)		1			18	0
Queuing Penalty (veh)		2			32	1

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	238	191	195	85	109	72	83	31	40	133	133	162
Average Queue (ft)	101	79	76	16	41	18	27	5	8	68	60	64
95th Queue (ft)	195	154	155	47	82	48	60	20	27	110	104	117
Link Distance (ft)		1266	1266			743	743			878	878	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290			170	100			320	320			150
Storage Blk Time (%)	0		0		0	0					0	0
Queuing Penalty (veh)	0		0		0	0					0	0

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	74	101	206	203	158
Average Queue (ft)	24	37	101	93	46
95th Queue (ft)	55	71	161	153	88
Link Distance (ft)			791	791	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	145	145			145
Storage Blk Time (%)			1	1	
Queuing Penalty (veh)			1	2	

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	69	133	343	125	112	241	322	334	179	55	145	163
Average Queue (ft)	2	38	122	101	41	141	191	212	43	3	60	92
95th Queue (ft)	23	88	255	145	124	236	266	287	111	22	127	138
Link Distance (ft)			402						723			
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	110	110		100	100	345	345	345		120	380	380
Storage Blk Time (%)	0	0	8	14	0		0	0	1			
Queuing Penalty (veh)	0	1	19	19	1		0	0	4			

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	174	283	299	299	220	219	148	310	1155	1165	1168	225
Average Queue (ft)	107	169	182	192	125	117	19	191	1083	1096	1099	155
95th Queue (ft)	149	245	257	267	199	181	68	400	1297	1274	1269	312
Link Distance (ft)		683	683	683					1111	1111	1111	
Upstream Blk Time (%)									32	62	75	
Queuing Penalty (veh)									0	0	0	
Storage Bay Dist (ft)	380				550	550	220	220				200
Storage Blk Time (%)							0	1	44		62	0
Queuing Penalty (veh)							0	4	38		75	1

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	142	181	248	306	269	219	226	251	193	190	179	167
Average Queue (ft)	57	95	141	168	108	97	85	207	92	91	91	76
95th Queue (ft)	107	146	215	251	220	167	166	271	151	144	141	124
Link Distance (ft)			1080			227	227	227	214	214	214	214
Upstream Blk Time (%)						0	0	7	0	0	0	0
Queuing Penalty (veh)						1	1	46	0	0	0	0
Storage Bay Dist (ft)	425	425		425	425							
Storage Blk Time (%)				0								
Queuing Penalty (veh)				0								

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	214	346	382	192	122	136	182	141	178	181	176
Average Queue (ft)	106	151	213	49	63	65	95	49	91	90	89
95th Queue (ft)	171	265	317	101	102	108	151	102	142	142	142
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)				210							
Storage Blk Time (%)			10	0							
Queuing Penalty (veh)			8	0							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	164	158	146	141	134	153
Average Queue (ft)	70	67	67	69	61	67
95th Queue (ft)	121	117	114	117	107	112
Link Distance (ft)	166	166	314	314	291	291
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	148	157	108	121	130	142
Average Queue (ft)	80	90	46	55	66	63
95th Queue (ft)	122	133	84	93	105	106
Link Distance (ft)	262	262	399	399	300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: Del Paso Rd

Movement	EB	EB	B32
Directions Served	T	TR	T
Maximum Queue (ft)	62	103	10
Average Queue (ft)	3	18	0
95th Queue (ft)	26	63	5
Link Distance (ft)	146	146	703
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 33: Del Paso Road/Del Paso Rd

Movement	WB	WB	WB
Directions Served	T	T	TR
Maximum Queue (ft)	180	408	356
Average Queue (ft)	4	37	68
95th Queue (ft)	88	194	217
Link Distance (ft)	1150	1150	1150
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 37: Del Paso Rd/Del Paso Road

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 50: Truxel Road

Movement	NB	NB	NB	SB	SB	SB
Directions Served	T	T	T	T	T	TR
Maximum Queue (ft)	6	58	24	8	24	20
Average Queue (ft)	0	3	1	0	1	1
95th Queue (ft)	6	35	19	4	10	9
Link Distance (ft)	246	246	246	461	461	461
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 55: Arena Boulevard

Movement	EB	EB	EB	EB	WB	WB
Directions Served	T	T	T	T	T	R
Maximum Queue (ft)	205	181	26	1	16	47
Average Queue (ft)	171	26	1	0	0	3
95th Queue (ft)	191	110	13	1	6	20
Link Distance (ft)	164	164	164	164	661	661
Upstream Blk Time (%)	29	1	0			
Queuing Penalty (veh)	176	3	0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 60: Arena Boulevard

Movement	EB	EB	WB	WB
Directions Served	T	T	T	TR
Maximum Queue (ft)	203	226	18	136
Average Queue (ft)	110	95	0	23
95th Queue (ft)	252	249	13	77
Link Distance (ft)	177	177		
Upstream Blk Time (%)	29	15		
Queuing Penalty (veh)	151	79		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 63: Arena Boulevard

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	537	536
Average Queue (ft)	435	344
95th Queue (ft)	685	672
Link Distance (ft)	499	499
Upstream Blk Time (%)	40	14
Queuing Penalty (veh)	206	70
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 65: Arena Boulevard

Movement	EB	EB	EB
Directions Served	T	TR	R
Maximum Queue (ft)	371	389	369
Average Queue (ft)	149	150	135
95th Queue (ft)	529	527	503
Link Distance (ft)	574	574	574
Upstream Blk Time (%)	14	15	12
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 67: Truxel Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	T	T	T	T	TR	R
Maximum Queue (ft)	19	22	190	120	31	74	146	68
Average Queue (ft)	0	0	26	16	1	3	13	1
95th Queue (ft)	14	14	104	58	11	27	63	27
Link Distance (ft)	214	214	214	214	683	683	683	683
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 70: Northgate Boulevard

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	12	13
Average Queue (ft)	0	0
95th Queue (ft)	6	4
Link Distance (ft)	380	380
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 72: Northgate Boulevard

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	71	157
Average Queue (ft)	2	18
95th Queue (ft)	22	77
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 81: Truxel Road

Movement	EB	EB	B83	WB	WB	NB	NB	NB	NB	NB	NB	NB
Directions Served	L	TR	T	L	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	146	196	10	37	28	24	235	563	536	503	214	60
Average Queue (ft)	65	49	0	5	3	1	38	529	368	105	34	7
95th Queue (ft)	137	125	8	21	18	10	164	543	721	370	115	30
Link Distance (ft)		332	231		174			513	513	513	513	
Upstream Blk Time (%)		0						93	21	0		
Queuing Penalty (veh)		0						0	0	0		
Storage Bay Dist (ft)	140			120		210	210					195
Storage Blk Time (%)	5	0					0	85			0	
Queuing Penalty (veh)	8	0					0	22			0	

Intersection: 81: Truxel Road

Movement	SB	SB	SB	SB	SB	SB	B44	B44	B44
Directions Served	L	T	T	T	T	R	T	T	T
Maximum Queue (ft)	205	415	428	439	454	160	21	29	5
Average Queue (ft)	38	301	318	331	346	103	0	1	0
95th Queue (ft)	134	394	408	419	437	213	8	18	4
Link Distance (ft)		611	611	611	611		205	205	205
Upstream Blk Time (%)								0	
Queuing Penalty (veh)								0	
Storage Bay Dist (ft)	180					135			
Storage Blk Time (%)		21			25	0			
Queuing Penalty (veh)		5			46	0			

Intersection: 86:

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	148	83	94	37	111	53	97
Average Queue (ft)	68	35	40	12	45	20	44
95th Queue (ft)	122	64	81	37	97	47	77
Link Distance (ft)	206		231		220		166
Upstream Blk Time (%)	2		0		2		
Queuing Penalty (veh)	0		0		0		
Storage Bay Dist (ft)		100		100		100	
Storage Blk Time (%)		0	2		3		0
Queuing Penalty (veh)		0	2		0		0

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	48	32	42	53	33	50	43	43	49	44	72	54
Average Queue (ft)	9	6	7	9	6	13	9	7	6	8	13	6
95th Queue (ft)	33	24	27	34	25	38	31	29	27	29	45	26
Link Distance (ft)		638	638		1634	1634		827	827		295	295
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			200			200		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L
Maximum Queue (ft)	42	31	38	24	21	51	14	17
Average Queue (ft)	7	5	10	5	4	11	0	0
95th Queue (ft)	29	24	34	22	17	29	5	6
Link Distance (ft)		1634	1634		1166	1166		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200			200			200	200
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	T	TR	L	T	TR	L	T	TR	
Maximum Queue (ft)	30	28	2	2	38	30	42	28	22	21	
Average Queue (ft)	2	3	0	0	7	4	10	6	6	4	
95th Queue (ft)	14	18	1	1	28	19	33	23	21	15	
Link Distance (ft)			147	147		720	720		1166	1166	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200	200			200			200			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	WB	WB	NB	NB	NB	B41	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	T	L	T	TR
Maximum Queue (ft)	30	54	120	52	42	174	188	3	39	182	223
Average Queue (ft)	6	13	43	16	6	38	65	0	8	35	56
95th Queue (ft)	22	40	84	41	27	112	134	2	28	221	250
Link Distance (ft)		720		433		163	163	117		1394	1394
Upstream Blk Time (%)						0	0				
Queuing Penalty (veh)						1	2				
Storage Bay Dist (ft)	200		200		200				200		
Storage Blk Time (%)			0			0					
Queuing Penalty (veh)			0			0					

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	WB	WB	B91	NB	NB	SB	SB
Directions Served	L	TR	L	TR	T	L	TR	L	TR
Maximum Queue (ft)	28	18	58	61	49	205	634	38	107
Average Queue (ft)	2	1	16	30	11	75	307	7	42
95th Queue (ft)	13	8	43	224	107	224	680	26	78
Link Distance (ft)	179	179		481	555		1096		777
Upstream Blk Time (%)				4					
Queuing Penalty (veh)				2					
Storage Bay Dist (ft)			200			200		200	
Storage Blk Time (%)				6		0	40		
Queuing Penalty (veh)				5		0	19		

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	B1012	WB	WB	NB	NB	SB	SB	B92
Directions Served	L	TR	T	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	41	182	3	112	126	126	119	38	103	5
Average Queue (ft)	7	62	0	40	29	60	62	6	30	0
95th Queue (ft)	27	132	2	86	176	139	375	23	216	4
Link Distance (ft)	205	205	239		774		777		662	638
Upstream Blk Time (%)		0			0		6		1	
Queuing Penalty (veh)		0			0		22		0	
Storage Bay Dist (ft)				200		200		200		
Storage Blk Time (%)					2	7			4	
Queuing Penalty (veh)					1	4			0	

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	56	66	31	40	24	14	6
Average Queue (ft)	21	27	8	13	1	1	0
95th Queue (ft)	47	51	29	36	11	7	2
Link Distance (ft)		774		270			827
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200		200		200	200	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	28	158	88	91	24	20	73	225	421	236
Average Queue (ft)	5	63	27	21	3	1	24	158	61	14
95th Queue (ft)	20	124	61	57	14	10	55	246	275	84
Link Distance (ft)		555		1013		1394	1394		974	974
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200		200			200		
Storage Blk Time (%)		0						12	0	
Queuing Penalty (veh)		0						2	0	

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement	WB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	392	221	190
Average Queue (ft)	244	60	52
95th Queue (ft)	540	205	171
Link Distance (ft)	375	291	291
Upstream Blk Time (%)	7	0	0
Queuing Penalty (veh)	71	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	9	100
Average Queue (ft)	0	13
95th Queue (ft)	7	54
Link Distance (ft)	298	298
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3028: I-80 Westbound Off Ramp

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	391	395
Average Queue (ft)	336	348
95th Queue (ft)	465	422
Link Distance (ft)	335	335
Upstream Blk Time (%)	52	73
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3029: Northgate Boulevard

Movement	EB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	126	86	98
Average Queue (ft)	52	4	19
95th Queue (ft)	101	34	62
Link Distance (ft)	636	399	399
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4026: Truxel Road

Movement	NB	NB	NB	NB
Directions Served	T	T	TR	R
Maximum Queue (ft)	57	109	388	146
Average Queue (ft)	2	4	80	4
95th Queue (ft)	25	54	241	58
Link Distance (ft)	461	461	461	461
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			1	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 6492

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	83492	84117	83971	83744	83770	84582	84295
Vehs Exited	83450	84104	83943	83754	83832	84633	84340
Starting Vehs	1597	1650	1630	1629	1684	1663	1745
Ending Vehs	1639	1663	1658	1619	1622	1612	1700
Denied Entry Before	325	197	302	250	269	147	235
Denied Entry After	6466	5476	5785	6119	6092	5891	5594
Travel Distance (mi)	42171	42583	42398	42548	42251	42793	42534
Travel Time (hr)	8950.3	8138.9	8223.4	8765.9	8478.6	8372.1	8201.1
Total Delay (hr)	7661.6	6836.1	6926.6	7465.4	7188.0	7061.9	6901.7
Total Stops	105238	107973	105998	106217	105205	108241	106899
Fuel Used (gal)	3483.2	3312.0	3328.2	3457.4	3374.9	3371.6	3325.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	83320	84112	83821	83922
Vehs Exited	83357	84095	83837	83935
Starting Vehs	1678	1673	1629	1626
Ending Vehs	1641	1690	1613	1617
Denied Entry Before	155	186	267	226
Denied Entry After	6146	5937	6138	5957
Travel Distance (mi)	42137	42375	42296	42408
Travel Time (hr)	8685.6	8293.2	8543.7	8465.3
Total Delay (hr)	7395.4	6995.2	7248.6	7168.1
Total Stops	105985	105168	105506	106234
Fuel Used (gal)	3421.9	3341.6	3396.3	3381.2

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	11932	11848	12038	11704	11980	12209	11992
Vehs Exited	11926	11929	12018	11649	11914	12141	12005
Starting Vehs	1597	1650	1630	1629	1684	1663	1745
Ending Vehs	1603	1569	1650	1684	1750	1731	1732
Denied Entry Before	325	197	302	250	269	147	235
Denied Entry After	1015	919	905	1074	882	811	1032
Travel Distance (mi)	6110	6019	6094	5974	6134	6271	6126
Travel Time (hr)	580.1	548.8	559.8	571.2	571.0	544.3	592.1
Total Delay (hr)	393.8	364.5	373.9	388.1	384.1	352.7	405.5
Total Stops	15690	14809	15307	14569	15492	16185	15483
Fuel Used (gal)	340.1	330.6	335.8	333.9	338.1	338.6	344.7

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	11773	11963	12015	11945
Vehs Exited	11814	11983	11925	11928
Starting Vehs	1678	1673	1629	1626
Ending Vehs	1637	1653	1719	1660
Denied Entry Before	155	186	267	226
Denied Entry After	1053	781	992	939
Travel Distance (mi)	6005	6082	6127	6094
Travel Time (hr)	559.9	540.1	606.2	567.3
Total Delay (hr)	375.9	354.2	419.3	381.2
Total Stops	15175	15168	15394	15330
Fuel Used (gal)	332.6	330.7	347.0	337.2

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	12799	12702	12688	12723	12785	13077	12849
Vehs Exited	12551	12455	12528	12589	12707	12908	12826
Starting Vehs	1603	1569	1650	1684	1750	1731	1732
Ending Vehs	1851	1816	1810	1818	1828	1900	1755
Denied Entry Before	1015	919	905	1074	882	811	1032
Denied Entry After	2279	2009	1876	2287	1973	1801	2061
Travel Distance (mi)	6234	6170	6235	6223	6277	6351	6308
Travel Time (hr)	860.7	808.3	780.7	856.8	803.0	792.4	834.1
Total Delay (hr)	670.2	619.7	590.0	666.7	611.9	597.4	641.6
Total Stops	15965	15882	15809	16067	15856	16355	16097
Fuel Used (gal)	409.6	396.7	390.8	410.0	396.9	397.9	406.9

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	12726	12695	12709	12773
Vehs Exited	12561	12569	12585	12632
Starting Vehs	1637	1653	1719	1660
Ending Vehs	1802	1779	1843	1803
Denied Entry Before	1053	781	992	939
Denied Entry After	2274	1973	2174	2064
Travel Distance (mi)	6188	6194	6254	6243
Travel Time (hr)	858.5	770.3	853.2	821.8
Total Delay (hr)	668.9	580.3	662.4	630.9
Total Stops	15816	15868	15971	15962
Fuel Used (gal)	408.4	388.1	408.2	401.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	11862	12148	11854	12009	11756	11784	12005
Vehs Exited	11976	12143	11975	12068	12025	11964	12029
Starting Vehs	1851	1816	1810	1818	1828	1900	1755
Ending Vehs	1737	1821	1689	1759	1559	1720	1731
Denied Entry Before	2279	2009	1876	2287	1973	1801	2061
Denied Entry After	3170	2729	2662	3057	2896	2803	2544
Travel Distance (mi)	6028	6147	6075	6109	6005	6019	6080
Travel Time (hr)	1121.5	1035.9	992.2	1108.9	1027.1	1013.7	987.7
Total Delay (hr)	937.2	847.2	807.0	922.4	843.1	829.4	802.3
Total Stops	14816	16024	15133	15637	14981	15663	15034
Fuel Used (gal)	461.3	446.4	433.9	462.7	439.9	437.2	432.1

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	11839	11964	11855	11901
Vehs Exited	11974	12035	11970	12012
Starting Vehs	1802	1779	1843	1803
Ending Vehs	1667	1708	1728	1701
Denied Entry Before	2274	1973	2174	2064
Denied Entry After	2922	2657	2687	2807
Travel Distance (mi)	6062	6073	5953	6055
Travel Time (hr)	1081.1	1024.2	1036.8	1042.9
Total Delay (hr)	895.4	837.7	854.2	857.6
Total Stops	15514	15354	14751	15284
Fuel Used (gal)	454.2	440.4	441.3	444.9

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	46899	47419	47391	47308	47249	47512	47449
Vehs Exited	46997	47577	47422	47448	47186	47620	47480
Starting Vehs	1737	1821	1689	1759	1559	1720	1731
Ending Vehs	1639	1663	1658	1619	1622	1612	1700
Denied Entry Before	3170	2729	2662	3057	2896	2803	2544
Denied Entry After	6466	5476	5785	6119	6092	5891	5594
Travel Distance (mi)	23800	24246	23994	24241	23835	24152	24020
Travel Time (hr)	6388.0	5745.9	5890.7	6229.1	6077.5	6021.6	5787.2
Total Delay (hr)	5660.5	5004.7	5155.7	5488.3	5348.8	5282.5	5052.2
Total Stops	58767	61258	59749	59944	58876	60038	60285
Fuel Used (gal)	2272.2	2138.3	2167.6	2250.7	2200.0	2197.9	2141.3

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	46982	47490	47242	47297
Vehs Exited	47008	47508	47357	47357
Starting Vehs	1667	1708	1728	1701
Ending Vehs	1641	1690	1613	1617
Denied Entry Before	2922	2657	2687	2807
Denied Entry After	6146	5937	6138	5957
Travel Distance (mi)	23882	24026	23962	24016
Travel Time (hr)	6186.2	5958.6	6047.6	6033.3
Total Delay (hr)	5455.2	5223.0	5312.6	5298.4
Total Stops	59480	58778	59390	59653
Fuel Used (gal)	2226.7	2182.5	2199.9	2197.7

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	3.2	0.4	0.1
Total Delay (hr)	0.3	0.1	1.7	0.2	0.1	0.1	2.6
Total Del/Veh (s)	33.5	6.7	2.7	3.2	10.1	0.6	2.7
Vehicles Entered	30	69	2223	229	41	837	3429
Vehicles Exited	30	69	2228	230	41	838	3436
Hourly Exit Rate	17	39	1273	131	23	479	1963
Input Volume	18	39	1368	139	24	479	2067
% of Volume	94	102	93	94	96	100	95
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.2	0.1	0.2
Denied Del/Veh (s)	0.3	0.3	3.9	1.0	0.4	3.9	0.0	0.0	0.0	2.8	0.4	2.8
Total Delay (hr)	1.0	0.3	0.2	1.4	0.2	0.4	2.4	20.9	0.6	2.8	8.4	0.3
Total Del/Veh (s)	30.3	33.7	6.9	33.7	35.4	9.9	47.5	26.8	14.7	45.3	24.7	5.2
Vehicles Entered	120	33	86	143	21	145	178	2778	142	221	1217	234
Vehicles Exited	119	33	86	143	21	145	178	2800	144	222	1218	235
Hourly Exit Rate	68	19	49	82	12	83	102	1600	82	127	696	134
Input Volume	68	18	49	80	14	82	122	1856	90	129	685	131
% of Volume	101	104	99	103	85	102	83	86	92	98	102	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.5
Total Delay (hr)	38.8
Total Del/Veh (s)	26.0
Vehicles Entered	5318
Vehicles Exited	5344
Hourly Exit Rate	3054
Input Volume	3323
% of Volume	92
Denied Entry Before	0
Denied Entry After	0

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.0	0.3	0.0	0.6	0.4	0.0	0.0
Denied Del/Veh (s)	5.5	0.2	3.7	0.4	0.0	0.0	3.2	0.3	3.2	3.6	0.2	3.6
Total Delay (hr)	0.0	2.8	0.1	4.1	2.8	0.3	2.4	1.5	0.8	3.2	1.1	0.0
Total Del/Veh (s)	47.7	25.0	5.6	29.5	12.6	2.0	29.1	28.4	4.3	27.5	28.5	3.5
Vehicles Entered	1	400	94	493	797	467	299	184	659	419	142	19
Vehicles Exited	1	399	95	491	795	467	299	184	660	420	142	19
Hourly Exit Rate	1	228	54	281	454	267	171	105	377	240	81	11
Input Volume	2	231	54	292	458	277	170	109	378	239	82	10
% of Volume	29	99	101	96	99	96	100	97	100	100	99	107
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	1.5
Denied Del/Veh (s)	1.3
Total Delay (hr)	19.1
Total Del/Veh (s)	17.3
Vehicles Entered	3974
Vehicles Exited	3972
Hourly Exit Rate	2270
Input Volume	2303
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.8	0.1	0.9
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	1.2	0.6
Total Delay (hr)	2.0	3.4	2.6	5.5	0.4	13.9
Total Del/Veh (s)	5.6	8.8	7.8	22.9	7.6	10.2
Vehicles Entered	1250	1392	1182	860	203	4887
Vehicles Exited	1248	1397	1180	858	204	4887
Hourly Exit Rate	713	798	674	490	117	2793
Input Volume	719	822	690	489	118	2837
% of Volume	99	97	98	100	99	98
Denied Entry Before	0	0	0	1	0	1
Denied Entry After	0	0	0	0	0	0

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.5	0.7
Denied Del/Veh (s)	0.0	0.0	0.0	0.9	0.8	0.3
Total Delay (hr)	8.8	0.5	3.5	5.1	7.4	25.3
Total Del/Veh (s)	17.3	7.0	6.0	34.0	11.8	13.1
Vehicles Entered	1818	260	2078	537	2232	6925
Vehicles Exited	1819	260	2080	538	2229	6926
Hourly Exit Rate	1039	149	1189	307	1274	3958
Input Volume	1042	148	1227	310	1282	4009
% of Volume	100	100	97	99	99	99
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	136.5	208.4	59.5	16.2	69.5	7.3	4.9	5.0	1.5	0.0	0.0	0.0
Denied Del/Veh (s)	356.7	354.6	359.5	131.0	132.1	135.7	20.6	17.5	17.9	0.1	0.0	0.1
Total Delay (hr)	52.4	21.4	1.7	7.5	37.4	0.6	35.6	12.3	1.4	2.5	5.3	2.5
Total Del/Veh (s)	147.2	39.8	11.0	61.1	72.8	11.7	149.1	43.7	16.7	54.9	53.5	23.9
Vehicles Entered	1242	1917	540	431	1827	186	854	1012	308	160	354	380
Vehicles Exited	1258	1926	540	440	1825	187	834	1007	306	158	353	379
Hourly Exit Rate	719	1101	309	251	1043	107	477	575	175	90	202	217
Input Volume	787	1179	336	253	1082	115	514	605	188	93	202	217
% of Volume	91	93	92	99	96	93	93	95	93	98	100	100
Denied Entry Before	12	15	4	0	1	0	0	0	0	0	0	0
Denied Entry After	135	199	56	13	67	9	6	7	3	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	508.8
Denied Del/Veh (s)	188.7
Total Delay (hr)	180.5
Total Del/Veh (s)	69.8
Vehicles Entered	9211
Vehicles Exited	9213
Hourly Exit Rate	5265
Input Volume	5570
% of Volume	95
Denied Entry Before	32
Denied Entry After	495

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.7	0.3	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	3.5	1.3	3.1	0.0	0.0	0.0	0.8	0.4	0.6	0.3	0.3	3.5
Total Delay (hr)	4.0	13.7	0.5	3.7	9.7	1.1	8.7	1.0	1.6	6.8	1.1	0.3
Total Del/Veh (s)	59.4	25.6	4.8	52.4	25.8	9.2	50.3	46.7	13.3	54.6	54.9	7.9
Vehicles Entered	239	1911	376	254	1338	433	618	74	440	446	74	121
Vehicles Exited	237	1919	376	253	1348	435	621	73	439	446	74	122
Hourly Exit Rate	135	1097	215	145	770	249	355	42	251	255	42	70
Input Volume	137	1108	218	152	810	262	357	44	247	254	43	67
% of Volume	99	99	98	95	95	95	99	96	102	101	99	104
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

7: Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	1.6
Denied Del/Veh (s)	0.9
Total Delay (hr)	52.3
Total Del/Veh (s)	29.5
Vehicles Entered	6324
Vehicles Exited	6343
Hourly Exit Rate	3625
Input Volume	3697
% of Volume	98
Denied Entry Before	0
Denied Entry After	0

8: Del Paso Rd & Via Ingoglia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.5	0.2	0.1
Total Delay (hr)	3.3	0.5	0.2	0.5	4.5
Total Del/Veh (s)	4.2	1.1	1.6	8.3	3.1
Vehicles Entered	2815	1793	340	238	5186
Vehicles Exited	2819	1787	339	238	5183
Hourly Exit Rate	1611	1021	194	136	2962
Input Volume	1614	1086	202	138	3040
% of Volume	100	94	96	99	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.0
Total Delay (hr)	2.6	0.9	0.0	0.3	0.5	0.0	0.0	0.5	0.2	5.0
Total Del/Veh (s)	26.0	1.3	0.7	17.7	1.0	1.1	0.1	12.8	8.7	3.5
Vehicles Entered	360	2566	9	53	1810	104	1	154	85	5142
Vehicles Exited	359	2562	9	52	1805	104	1	154	84	5130
Hourly Exit Rate	205	1464	5	30	1031	59	1	88	48	2931
Input Volume	209	1468	5	33	1102	66	1	89	50	3023
% of Volume	98	100	100	90	94	90	57	99	95	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.2	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	2.5	0.3	2.4	0.0	0.0	0.0	0.8	0.1	0.9
Total Delay (hr)	15.6	14.1	1.8	5.3	12.7	2.1	6.6	23.0	0.9	4.0	11.2	2.0
Total Del/Veh (s)	51.6	42.0	12.3	54.6	43.5	20.4	57.1	25.1	10.1	56.3	37.5	14.7
Vehicles Entered	1069	1197	532	346	1037	372	410	3276	322	254	1072	496
Vehicles Exited	1075	1209	530	347	1047	373	411	3269	324	253	1060	495
Hourly Exit Rate	614	691	303	198	598	213	235	1868	185	145	606	283
Input Volume	620	684	301	187	600	212	311	2445	239	144	602	280
% of Volume	99	101	100	106	100	101	76	76	77	100	101	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	0.3
Total Delay (hr)	99.4
Total Del/Veh (s)	34.2
Vehicles Entered	10383
Vehicles Exited	10393
Hourly Exit Rate	5939
Input Volume	6624
% of Volume	90
Denied Entry Before	0
Denied Entry After	0

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.1	0.2	0.2	1.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.1	0.9	0.0	0.2	0.7	4.1	0.1	0.2	2.0	0.0
Total Del/Veh (s)	22.6	23.7	4.2	15.6	16.2	8.2	22.0	8.0	5.7	23.6	5.7	4.0
Vehicles Entered	39	2	48	199	9	66	117	1821	42	32	1269	31
Vehicles Exited	39	2	48	198	9	65	116	1818	42	32	1272	31
Hourly Exit Rate	22	1	27	113	5	37	66	1039	24	18	727	18
Input Volume	25	1	28	114	5	35	72	1129	24	17	756	17
% of Volume	91	114	99	99	100	107	92	92	102	105	96	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

11: East Commerce Way & Benefit Way Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	8.5
Total Del/Veh (s)	8.3
Vehicles Entered	3675
Vehicles Exited	3672
Hourly Exit Rate	2098
Input Volume	2223
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

12: East Commerce Way & West Entrance Road Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)		0.0	0.0	0.0	0.0	0.9	0.0	0.1
Total Delay (hr)	0.0	0.0	1.7	0.3	0.0	0.5	0.3	3.0
Total Del/Veh (s)		0.0	9.8	0.9	1.0	10.2	1.9	3.7
Vehicles Entered	0	19	641	1344	8	186	660	2858
Vehicles Exited	0	19	641	1344	8	185	660	2857
Hourly Exit Rate	0	11	366	768	5	106	377	1633
Input Volume	1	10	366	862	5	112	390	1746
% of Volume	0	112	100	89	91	95	97	93
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

13: East Commerce Way & Bella Rose Driveway Performance by movement

Movement	NBT	NBR	SBL	SBT	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.0
Total Delay (hr)	2.0	0.1	0.0	0.0	0.0	2.2
Total Del/Veh (s)	3.4	2.9	5.0	0.2	4.4	2.7
Vehicles Entered	2143	68	28	636	11	2886
Vehicles Exited	2145	68	28	636	11	2888
Hourly Exit Rate	1226	39	16	363	6	1650
Input Volume	1378	44	16	377	6	1822
% of Volume	89	88	97	96	102	91
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

14: East Commerce Way & Main Entrance Road Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	1.1	2.0	0.1	0.2
Total Delay (hr)	3.7	0.0	0.1	7.2	0.9	0.1	3.0	14.9
Total Del/Veh (s)	13.2	0.3	27.9	11.7	5.2	27.8	8.5	10.4
Vehicles Entered	1000	16	7	2209	634	7	1275	5148
Vehicles Exited	1002	16	7	2204	633	7	1275	5144
Hourly Exit Rate	573	9	4	1259	362	4	729	2939
Input Volume	592	9	3	1419	412	4	745	3184
% of Volume	97	102	133	89	88	100	98	92
Denied Entry Before	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0

15: East Commerce Way & KSP Arena Driveway Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	1.1	0.0	0.0	1.3	2.6
Total Del/Veh (s)	8.5	2.1	1.6	8.9	2.1	2.1
Vehicles Entered	52	1932	10	6	2271	4271
Vehicles Exited	52	1932	10	6	2270	4270
Hourly Exit Rate	30	1104	6	3	1297	2440
Input Volume	30	1303	7	4	1333	2677
% of Volume	100	85	80	83	97	91
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

16: Truxel Road & East Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	20.3	0.1	1.9	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	98.6	114.5	91.3	4.0	0.4	4.0	0.1	0.0	0.2	1.3	0.1	1.4
Total Delay (hr)	13.3	0.1	0.2	1.3	0.3	0.3	1.6	14.3	0.4	1.5	11.0	0.3
Total Del/Veh (s)	65.0	67.6	7.4	50.0	65.1	11.7	57.3	16.1	7.4	61.1	13.5	4.6
Vehicles Entered	726	4	74	91	17	98	101	3186	174	88	2917	264
Vehicles Exited	728	4	74	92	17	99	102	3182	174	89	2913	265
Hourly Exit Rate	416	2	42	53	10	57	58	1818	99	51	1665	151
Input Volume	427	3	43	49	10	57	79	2510	138	50	1643	148
% of Volume	97	76	97	106	97	99	74	72	72	101	101	102
Denied Entry Before	8	0	1	0	0	0	0	0	0	0	0	0
Denied Entry After	14	0	2	0	0	0	0	0	0	0	0	0

16: Truxel Road & East Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	22.8
Denied Del/Veh (s)	10.6
Total Delay (hr)	44.6
Total Del/Veh (s)	20.6
Vehicles Entered	7740
Vehicles Exited	7739
Hourly Exit Rate	4422
Input Volume	5159
% of Volume	86
Denied Entry Before	9
Denied Entry After	16

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	3.8	0.7	0.8	0.1	0.1	0.1	1.5	0.2	1.6	0.0	0.0	0.0
Total Delay (hr)	6.7	0.2	1.4	1.3	0.0	0.1	1.6	22.6	0.3	1.3	8.8	0.6
Total Del/Veh (s)	77.0	65.4	21.6	53.3	56.1	9.9	60.7	27.0	7.9	71.3	11.2	9.7
Vehicles Entered	307	13	236	86	3	54	94	3006	142	63	2804	213
Vehicles Exited	307	13	235	86	3	54	94	2987	141	63	2812	214
Hourly Exit Rate	175	7	134	49	2	31	54	1707	81	36	1607	122
Input Volume	175	8	133	47	2	33	79	2456	115	34	1582	120
% of Volume	100	93	101	104	86	93	68	69	70	105	102	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.3
Total Delay (hr)	44.9
Total Del/Veh (s)	22.9
Vehicles Entered	7021
Vehicles Exited	7009
Hourly Exit Rate	4005
Input Volume	4785
% of Volume	84
Denied Entry Before	0
Denied Entry After	0

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	1.8	2.7	0.9	0.5	5.9
Total Del/Veh (s)	5.8	5.3	8.8	5.8	5.8
Vehicles Entered	1097	1844	356	338	3635
Vehicles Exited	1097	1844	356	338	3635
Hourly Exit Rate	627	1054	203	193	2077
Input Volume	631	1193	199	194	2216
% of Volume	99	88	102	100	94
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	2.5	6.8	9.4
Denied Del/Veh (s)	0.0	0.0	7.9	7.5	4.1
Total Delay (hr)	3.6	9.5	5.8	38.9	57.8
Total Del/Veh (s)	10.1	13.7	18.1	43.0	25.4
Vehicles Entered	1287	2487	1159	3235	8168
Vehicles Exited	1287	2489	1159	3231	8166
Hourly Exit Rate	735	1422	662	1846	4666
Input Volume	733	1705	670	1836	4944
% of Volume	100	83	99	101	94
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	244.0	302.6	20.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.9
Denied Del/Veh (s)	459.1	455.4	446.2	0.1	0.0	0.1	0.0	0.0	0.0	1.0	0.4	2.4
Total Delay (hr)	42.3	4.8	0.1	0.3	9.9	0.8	1.2	0.8	0.1	3.3	0.3	6.5
Total Del/Veh (s)	89.4	8.1	3.3	49.8	32.6	14.4	34.2	44.1	12.0	37.9	50.2	16.8
Vehicles Entered	1676	2098	141	22	1081	193	125	65	32	311	19	1386
Vehicles Exited	1676	2098	141	22	1083	192	125	65	32	311	19	1388
Hourly Exit Rate	958	1199	81	13	619	110	71	37	18	178	11	793
Input Volume	1095	1356	92	19	933	172	72	39	18	176	11	802
% of Volume	87	88	88	65	66	64	100	96	99	101	97	99
Denied Entry Before	14	18	1	0	0	0	0	0	0	0	0	0
Denied Entry After	237	294	21	0	0	0	0	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	567.7
Denied Del/Veh (s)	265.4
Total Delay (hr)	70.3
Total Del/Veh (s)	35.1
Vehicles Entered	7149
Vehicles Exited	7152
Hourly Exit Rate	4087
Input Volume	4785
% of Volume	85
Denied Entry Before	33
Denied Entry After	552

21: Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.2	0.2	0.2	0.1	4.0
Total Delay (hr)	0.2	5.3	0.1	0.1	3.0	0.0	0.2	0.1	0.1	0.1	0.1	0.0
Total Del/Veh (s)	19.8	8.1	5.4	23.3	8.7	5.5	14.8	22.0	9.6	27.2	24.1	4.6
Vehicles Entered	40	2346	56	16	1243	20	42	17	18	7	17	13
Vehicles Exited	40	2340	56	16	1243	20	42	17	19	7	18	12
Hourly Exit Rate	23	1337	32	9	710	11	24	10	11	4	10	7
Input Volume	25	1487	38	15	1099	18	25	10	9	4	10	6
% of Volume	90	90	85	60	65	63	94	96	119	100	101	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

21: Arena Boulevard & Sally Ride Way Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	9.2
Total Del/Veh (s)	8.6
Vehicles Entered	3835
Vehicles Exited	3830
Hourly Exit Rate	2189
Input Volume	2748
% of Volume	80
Denied Entry Before	0
Denied Entry After	0

22: Innovator Road & Arena Boulevard & South Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SEL	SET
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.1	0.1	0.0	0.0	0.0	27.4	0.0
Total Delay (hr)	4.6	12.7	1.4	1.1	5.6	2.4	1.3	0.2	0.0	0.6	24.7	0.4
Total Del/Veh (s)	42.7	27.6	18.2	46.7	25.3	12.4	40.6	41.5	0.1	15.4	77.3	33.1
Vehicles Entered	381	1647	267	79	797	684	117	16	7	135	1134	40
Vehicles Exited	383	1645	266	80	799	686	117	16	7	135	1135	40
Hourly Exit Rate	219	940	152	46	457	392	67	9	4	77	649	23
Input Volume	234	1055	169	68	692	590	76	10	3	83	1148	48
% of Volume	93	89	90	68	66	66	88	90	133	93	57	47
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	2	0

22: Innovator Road & Arena Boulevard & South Entrance Road Performance by movement

Movement	SER	SER2	All
Denied Delay (hr)	0.0	1.9	10.5
Denied Del/Veh (s)	0.0	18.5	6.7
Total Delay (hr)	0.0	4.1	59.0
Total Del/Veh (s)	35.5	40.6	37.2
Vehicles Entered	4	360	5668
Vehicles Exited	4	359	5672
Hourly Exit Rate	2	205	3241
Input Volume	4	363	4542
% of Volume	57	57	71
Denied Entry Before	0	0	0
Denied Entry After	0	0	2

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.1	296.1	560.9	23.6	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.3	1.4	1187.1	1207.8	1196.9	0.0	0.0	0.0
Total Delay (hr)	1.1	14.8	40.1	5.5	6.3	0.4	26.8	5.4	0.1	3.9	8.9	0.5
Total Del/Veh (s)	57.4	36.0	105.4	52.6	29.3	5.9	162.1	18.0	4.0	62.6	11.7	11.0
Vehicles Entered	67	1471	1352	376	768	216	584	1070	47	223	2697	170
Vehicles Exited	68	1460	1332	377	763	216	577	1086	47	222	2713	172
Hourly Exit Rate	39	834	761	215	436	123	330	621	27	127	1550	98
Input Volume	51	1143	1075	214	442	123	782	1439	59	127	1515	98
% of Volume	76	73	71	101	99	101	42	43	45	100	102	101
Denied Entry Before	0	0	0	0	0	0	26	45	2	0	0	0
Denied Entry After	0	0	0	0	0	0	314	602	24	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	880.8
Denied Del/Veh (s)	317.7
Total Delay (hr)	113.7
Total Del/Veh (s)	44.9
Vehicles Entered	9041
Vehicles Exited	9033
Hourly Exit Rate	5162
Input Volume	7068
% of Volume	73
Denied Entry Before	73
Denied Entry After	940

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	0.1	0.0	0.2	0.1	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.7	0.7	2.9	0.2	2.9	3.1	0.2	3.2
Total Delay (hr)	6.5	3.5	0.4	9.3	6.4	0.8	1.8	7.8	0.3	1.6	4.9	0.5
Total Del/Veh (s)	62.4	13.0	8.3	79.3	33.6	20.5	35.4	27.1	5.8	38.0	26.4	8.1
Vehicles Entered	368	968	190	417	686	137	186	1035	162	152	670	203
Vehicles Exited	372	976	192	419	686	137	187	1034	162	153	671	203
Hourly Exit Rate	213	558	110	239	392	78	107	591	93	87	383	116
Input Volume	277	751	146	245	395	78	106	596	89	88	395	115
% of Volume	77	74	75	98	99	101	101	99	104	99	97	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	0.9
Total Delay (hr)	44.0
Total Del/Veh (s)	30.4
Vehicles Entered	5174
Vehicles Exited	5192
Hourly Exit Rate	2967
Input Volume	3282
% of Volume	90
Denied Entry Before	0
Denied Entry After	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	44.7	23.1	97.5	2.8	0.5	0.2	0.0	0.0	0.0	61.5	775.0	69.1
Denied Del/Veh (s)	401.3	397.2	402.7	5.1	4.6	4.9	0.0	0.0	0.0	820.4	824.0	810.6
Total Delay (hr)	10.1	6.4	16.7	29.1	3.9	0.8	15.9	26.0	3.3	11.1	182.4	17.6
Total Del/Veh (s)	100.7	122.7	76.7	53.4	37.8	19.7	56.0	32.1	7.6	192.5	251.2	265.3
Vehicles Entered	356	185	774	1944	370	149	1001	2888	1556	199	2499	230
Vehicles Exited	349	182	769	1928	367	149	1011	2913	1558	203	2514	227
Hourly Exit Rate	199	104	439	1102	210	85	578	1665	890	116	1437	130
Input Volume	224	121	493	1125	217	87	555	1650	883	156	1952	179
% of Volume	89	86	89	98	97	98	104	101	101	74	74	72
Denied Entry Before	6	2	13	2	0	0	0	0	0	0	0	0
Denied Entry After	45	24	98	2	0	0	0	0	0	71	887	77

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1074.4
Denied Del/Veh (s)	289.6
Total Delay (hr)	323.3
Total Del/Veh (s)	94.0
Vehicles Entered	12151
Vehicles Exited	12170
Hourly Exit Rate	6954
Input Volume	7642
% of Volume	91
Denied Entry Before	23
Denied Entry After	1204

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	1.6	3.8	0.0	0.0	5.5
Denied Del/Veh (s)	7.4	7.2	0.0	0.0	2.0
Total Delay (hr)	5.2	11.7	9.0	7.8	33.6
Total Del/Veh (s)	22.8	21.8	9.2	7.9	12.3
Vehicles Entered	802	1902	3500	3550	9754
Vehicles Exited	804	1908	3499	3549	9760
Hourly Exit Rate	459	1090	1999	2028	5577
Input Volume	463	1070	1997	2417	5947
% of Volume	99	102	100	84	94
Denied Entry Before	2	4	0	0	6
Denied Entry After	1	2	0	0	3

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.3
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.1
Total Delay (hr)	8.3	1.6	5.4	8.2	23.5
Total Del/Veh (s)	20.1	10.4	8.2	9.2	11.1
Vehicles Entered	1465	559	2389	3185	7598
Vehicles Exited	1466	559	2389	3185	7599
Hourly Exit Rate	838	319	1365	1820	4342
Input Volume	838	314	1357	1821	4331
% of Volume	100	102	101	100	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	3.4	3.4
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	2.3
Total Delay (hr)	3.8	0.0	1.9	8.4	14.1
Total Del/Veh (s)	18.3	1.0	4.8	9.4	9.4
Vehicles Entered	741	19	1421	3180	5361
Vehicles Exited	741	19	1422	3180	5362
Hourly Exit Rate	423	11	813	1817	3064
Input Volume	426	12	810	1812	3060
% of Volume	99	94	100	100	100
Denied Entry Before	0	0	0	1	1
Denied Entry After	0	0	0	1	1

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1
Total Delay (hr)	1.7	0.0	1.5	3.1	6.3
Total Del/Veh (s)	14.2	0.3	3.8	4.9	5.5
Vehicles Entered	430	8	1438	2291	4167
Vehicles Exited	430	8	1437	2292	4167
Hourly Exit Rate	246	5	821	1310	2381
Input Volume	241	5	823	1311	2381
% of Volume	102	91	100	100	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

30: Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Delay (hr)	0.5	0.1	0.8	1.5
Total Del/Veh (s)	1.6	0.8	1.9	1.6
Vehicles Entered	1232	478	1617	3327
Vehicles Exited	1232	478	1618	3328
Hourly Exit Rate	704	273	925	1902
Input Volume	709	272	948	1929
% of Volume	99	100	98	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

33: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	6.1	8.2	8.6	22.9
Total Del/Veh (s)	5.4	13.9	30.5	11.5
Vehicles Entered	4044	2100	1000	7144
Vehicles Exited	4044	2110	1006	7160
Hourly Exit Rate	2311	1206	575	4091
Input Volume	2322	1246	602	4170
% of Volume	100	97	95	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

37: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	1.2	2.4
Total Del/Veh (s)	1.9	2.0	2.0
Vehicles Entered	2389	2069	4458
Vehicles Exited	2382	2067	4449
Hourly Exit Rate	1361	1181	2542
Input Volume	1460	1221	2680
% of Volume	93	97	95
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

50: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.2	0.2	0.1
Total Delay (hr)	2.0	1.9	0.9	4.8
Total Del/Veh (s)	1.8	2.2	1.8	2.0
Vehicles Entered	3930	3145	1729	8804
Vehicles Exited	3929	3145	1731	8805
Hourly Exit Rate	2245	1797	989	5031
Input Volume	2239	1799	983	5021
% of Volume	100	100	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

55: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.0	5.7	0.4	7.1
Total Del/Veh (s)	0.8	8.2	6.3	3.6
Vehicles Entered	4468	2478	231	7177
Vehicles Exited	4468	2477	230	7175
Hourly Exit Rate	2553	1415	131	4100
Input Volume	2541	1705	164	4410
% of Volume	100	83	80	93
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

60: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	0.7	8.7	10.1
Total Del/Veh (s)	1.5	1.5	17.2	7.1
Vehicles Entered	1464	1811	1814	5089
Vehicles Exited	1464	1811	1816	5091
Hourly Exit Rate	837	1035	1038	2909
Input Volume	834	1174	1179	3187
% of Volume	100	88	88	91
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

63: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	3.9	4.3
Total Del/Veh (s)	1.2	0.5	3.8	3.0
Vehicles Entered	1336	101	3706	5143
Vehicles Exited	1336	102	3707	5145
Hourly Exit Rate	763	58	2118	2940
Input Volume	760	60	2401	3221
% of Volume	100	97	88	91
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

65: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.1	0.0	0.1
Total Delay (hr)	0.4	0.2	0.8	1.5
Total Del/Veh (s)	1.5	1.2	1.4	1.4
Vehicles Entered	1082	723	2138	3943
Vehicles Exited	1081	723	2138	3942
Hourly Exit Rate	618	413	1222	2253
Input Volume	621	414	1363	2398
% of Volume	99	100	90	94
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

67: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	4.0	5.9	2.6	12.5
Total Del/Veh (s)	2.6	6.0	5.3	4.2
Vehicles Entered	5446	3559	1773	10778
Vehicles Exited	5446	3548	1768	10762
Hourly Exit Rate	3112	2027	1010	6150
Input Volume	3089	2420	1221	6730
% of Volume	101	84	83	91
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

70: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.1	0.0	0.1	0.2
Denied Del/Veh (s)	0.2	0.4	0.1	0.1
Total Delay (hr)	0.5	0.1	4.3	5.0
Total Del/Veh (s)	1.3	0.9	3.9	3.0
Vehicles Entered	1400	482	4028	5910
Vehicles Exited	1400	482	4029	5911
Hourly Exit Rate	800	275	2302	3378
Input Volume	798	271	2301	3370
% of Volume	100	102	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

72: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.6	2.7	0.9	4.2
Total Del/Veh (s)	1.1	3.1	3.7	2.6
Vehicles Entered	1868	3049	918	5835
Vehicles Exited	1868	3051	918	5837
Hourly Exit Rate	1067	1743	525	3335
Input Volume	1065	1744	522	3331
% of Volume	100	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

81: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	36.9	1261.8	27.5	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.4	0.5	1546.0	1566.9	1574.1	0.3	0.0	0.4
Total Delay (hr)	0.6	0.0	0.3	2.4	0.1	0.3	2.8	43.0	0.0	0.3	26.7	0.5
Total Del/Veh (s)	74.5	17.9	12.4	58.0	23.0	12.1	227.3	105.5	2.5	66.9	32.2	15.9
Vehicles Entered	30	1	91	149	16	76	42	1446	30	16	2981	110
Vehicles Exited	30	1	91	151	16	76	42	1440	30	16	2953	110
Hourly Exit Rate	17	1	52	86	9	43	24	823	17	9	1687	63
Input Volume	17	1	55	84	10	43	49	1651	33	11	1991	75
% of Volume	101	57	95	103	91	101	49	50	52	83	85	84
Denied Entry Before	0	0	0	0	0	0	1	19	0	0	0	0
Denied Entry After	0	0	0	0	0	0	44	1453	33	0	0	0

81: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	1326.4
Denied Del/Veh (s)	732.6
Total Delay (hr)	77.1
Total Del/Veh (s)	55.3
Vehicles Entered	4988
Vehicles Exited	4956
Hourly Exit Rate	2832
Input Volume	4020
% of Volume	70
Denied Entry Before	20
Denied Entry After	1530

86: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	3.8	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1	0.1	0.0	0.0	0.3	0.0	0.0	0.4	0.0
Total Del/Veh (s)	4.7	6.1	3.6	4.9	4.0	3.2	4.9	6.3	3.4	4.7	4.6	3.5
Vehicles Entered	33	63	11	40	87	42	5	196	26	32	305	19
Vehicles Exited	34	63	11	40	87	42	5	196	26	32	305	19
Hourly Exit Rate	19	36	6	23	50	24	3	112	15	18	174	11
Input Volume	21	36	6	32	69	33	3	115	16	21	211	11
% of Volume	93	100	105	71	72	73	95	97	93	87	82	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

86: Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.2
Total Del/Veh (s)	4.9
Vehicles Entered	859
Vehicles Exited	860
Hourly Exit Rate	491
Input Volume	574
% of Volume	86
Denied Entry Before	0
Denied Entry After	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.0	0.2	0.2	0.1	0.2	0.3	0.0	0.3	0.2	0.0
Total Del/Veh (s)	36.2	38.4	4.0	38.9	38.8	5.9	37.0	2.5	1.5	35.5	0.8	0.7
Vehicles Entered	16	15	17	17	17	57	15	464	16	31	663	18
Vehicles Exited	16	15	17	17	17	57	15	464	16	31	664	18
Hourly Exit Rate	9	9	10	10	10	33	9	265	9	18	379	10
Input Volume	10	10	10	10	10	33	10	270	10	18	389	10
% of Volume	91	86	97	97	97	99	86	98	91	98	98	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	4.7
Vehicles Entered	1346
Vehicles Exited	1347
Hourly Exit Rate	770
Input Volume	790
% of Volume	97
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.1	0.2	0.2	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	4.2	3.5	6.5	2.5	4.3	1.9	0.2	0.1	1.5	0.3	0.2
Vehicles Entered	14	31	17	17	724	57	17	18	18	15	16	32
Vehicles Exited	14	32	17	17	724	56	17	18	19	15	16	32
Hourly Exit Rate	8	18	10	10	414	32	10	10	11	9	9	18
Input Volume	10	18	10	10	436	33	10	10	10	10	11	18
% of Volume	80	102	97	97	95	97	97	103	109	86	84	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	2.5
Vehicles Entered	976
Vehicles Exited	977
Hourly Exit Rate	558
Input Volume	586
% of Volume	95
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	0.0	0.1	1.5	0.3	1.1	6.6	9.2	4.1	8.4	8.6	3.7
Vehicles Entered	15	223	14	26	351	15	14	767	17	16	17	18
Vehicles Exited	15	223	14	26	351	15	14	768	17	16	17	18
Hourly Exit Rate	9	127	8	15	201	9	8	439	10	9	10	10
Input Volume	10	157	10	17	214	10	10	459	10	10	10	10
% of Volume	86	81	80	87	94	86	80	96	97	91	97	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.2
Total Del/Veh (s)	5.2
Vehicles Entered	1493
Vehicles Exited	1494
Hourly Exit Rate	854
Input Volume	927
% of Volume	92
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	1055.2	6.5
Denied Del/Veh (s)	0.0	0.0	0.0	1.4	0.0	2.8	0.0	0.0	0.1	1417.6	1436.2	1380.1
Total Delay (hr)	0.4	0.5	0.4	2.8	0.3	0.0	0.2	1.8	0.2	0.2	55.5	0.4
Total Del/Veh (s)	86.6	1.8	63.6	189.8	66.3	9.0	51.8	6.6	5.3	56.8	134.9	139.6
Vehicles Entered	16	967	19	52	15	15	12	998	121	10	1445	10
Vehicles Exited	16	967	20	52	15	15	12	998	121	10	1442	10
Hourly Exit Rate	9	553	11	30	9	9	7	570	69	6	824	6
Input Volume	10	570	10	33	10	10	10	762	90	10	1507	10
% of Volume	91	97	114	90	86	86	69	75	77	57	55	57
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	28	0
Denied Entry After	0	0	0	0	0	0	0	0	0	7	1200	7

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Delay (hr)	1068.5
Denied Del/Veh (s)	785.9
Total Delay (hr)	62.6
Total Del/Veh (s)	60.5
Vehicles Entered	3680
Vehicles Exited	3678
Hourly Exit Rate	2102
Input Volume	3032
% of Volume	69
Denied Entry Before	28
Denied Entry After	1214

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	0.1	0.0	0.2	0.1	0.2	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.5	0.8	0.7	4.5	1.9	2.0	1.5	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.7	0.1	0.0	2.3	5.0	5.0	0.2	3.8	0.1
Total Del/Veh (s)	3.9	0.3	0.5	4.2	0.9	0.4	47.2	70.1	59.2	36.2	40.1	25.4
Vehicles Entered	15	581	50	610	550	17	178	251	300	16	341	15
Vehicles Exited	15	581	50	610	550	17	177	253	300	16	341	16
Hourly Exit Rate	9	332	29	349	314	10	101	145	171	9	195	9
Input Volume	10	376	33	360	328	10	108	144	180	10	197	10
% of Volume	86	88	87	97	96	97	94	100	95	91	99	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	1.1
Denied Del/Veh (s)	1.3
Total Delay (hr)	17.3
Total Del/Veh (s)	21.3
Vehicles Entered	2924
Vehicles Exited	2926
Hourly Exit Rate	1672
Input Volume	1766
% of Volume	95
Denied Entry Before	0
Denied Entry After	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.6	0.5	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.3	0.5	0.6	0.0	4.4	0.0	0.2	0.1	0.0	0.0
Total Del/Veh (s)	33.0	32.1	6.4	36.0	22.5	9.2	27.4	5.5	3.0	33.4	9.5	3.2
Vehicles Entered	15	17	184	53	89	16	573	17	187	16	16	18
Vehicles Exited	15	17	184	54	89	16	574	17	187	16	16	18
Hourly Exit Rate	9	10	105	31	51	9	328	10	107	9	9	10
Input Volume	10	10	108	33	50	10	328	10	108	10	10	10
% of Volume	86	94	97	94	102	91	100	97	99	91	91	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.3
Total Delay (hr)	6.6
Total Del/Veh (s)	19.5
Vehicles Entered	1201
Vehicles Exited	1203
Hourly Exit Rate	687
Input Volume	697
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.0	0.0	3.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.1	0.0	0.3	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	6.6	3.1	6.1	7.5	3.7	2.3	0.8	0.9	2.5	0.4	0.5
Vehicles Entered	178	18	59	16	124	98	16	760	16	17	306	16
Vehicles Exited	178	18	58	16	124	97	16	761	16	17	307	16
Hourly Exit Rate	102	10	33	9	71	55	9	435	9	10	175	9
Input Volume	105	10	33	10	72	54	10	455	10	10	180	10
% of Volume	97	103	100	91	98	103	91	96	91	97	97	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.0
Total Del/Veh (s)	2.2
Vehicles Entered	1624
Vehicles Exited	1624
Hourly Exit Rate	928
Input Volume	959
% of Volume	97
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.5	0.6	0.6	0.0	0.0	0.0	1.8	0.1	0.1
Total Delay (hr)	0.1	0.8	0.0	1.9	1.6	2.8	1.0	0.6	0.2	0.2	0.4	0.0
Total Del/Veh (s)	29.2	6.6	10.2	32.3	24.5	14.7	30.9	2.8	5.7	34.6	12.0	4.0
Vehicles Entered	17	447	15	209	229	682	113	780	126	16	128	17
Vehicles Exited	18	447	15	209	229	680	113	780	125	16	128	17
Hourly Exit Rate	10	255	9	119	131	389	65	446	71	9	73	10
Input Volume	10	278	10	126	131	393	90	587	98	10	72	10
% of Volume	103	92	86	95	100	99	72	76	73	91	102	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.4
Total Delay (hr)	9.6
Total Del/Veh (s)	12.4
Vehicles Entered	2779
Vehicles Exited	2777
Hourly Exit Rate	1587
Input Volume	1815
% of Volume	87
Denied Entry Before	0
Denied Entry After	0

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	WBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.4	1.1	2.5
Total Del/Veh (s)	5.0	2.8	3.7
Vehicles Entered	989	1420	2409
Vehicles Exited	988	1421	2409
Hourly Exit Rate	565	812	1377
Input Volume	575	810	1385
% of Volume	98	100	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.3	0.2
Total Delay (hr)	0.0	0.1	0.2
Total Del/Veh (s)	0.2	1.0	0.7
Vehicles Entered	434	468	902
Vehicles Exited	434	468	902
Hourly Exit Rate	248	267	515
Input Volume	243	274	517
% of Volume	102	98	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3028: I-80 Westbound Off Ramp Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	0.1	0.1	0.2
Denied Del/Veh (s)	0.3	0.5	0.4
Total Delay (hr)	0.3	0.7	1.0
Total Del/Veh (s)	1.5	2.6	2.1
Vehicles Entered	750	989	1739
Vehicles Exited	750	989	1739
Hourly Exit Rate	429	565	994
Input Volume	431	575	1006
% of Volume	99	98	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3029: Northgate Boulevard Performance by movement

Movement	EBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.9	1.5	2.4
Total Del/Veh (s)	6.7	2.4	3.1
Vehicles Entered	468	2292	2760
Vehicles Exited	467	2293	2760
Hourly Exit Rate	267	1310	1577
Input Volume	274	1311	1585
% of Volume	97	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.3	0.0	1.7	4.0
Total Del/Veh (s)	2.3	0.4	1.4	1.8
Vehicles Entered	3558	323	4271	8152
Vehicles Exited	3558	324	4271	8153
Hourly Exit Rate	2033	185	2441	4659
Input Volume	2031	181	2832	5044
% of Volume	100	102	86	92
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Delay (hr)	5490.2
Denied Del/Veh (s)	219.9
Total Delay (hr)	1677.9
Total Del/Veh (s)	70.6
Vehicles Entered	83922
Vehicles Exited	83935
Hourly Exit Rate	47963
Input Volume	222911
% of Volume	22
Denied Entry Before	226
Denied Entry After	5957

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	41	46	16	54
Average Queue (ft)	9	12	0	11
95th Queue (ft)	28	30	8	36
Link Distance (ft)	593	593		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	180
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	62	78	57	52	108	84	238	416	432	439	180	184
Average Queue (ft)	13	37	18	15	41	26	81	178	195	205	62	79
95th Queue (ft)	41	67	41	40	79	55	175	322	335	348	180	139
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)					0		0	9		23		7
Queuing Penalty (veh)					0		2	11		21		15

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	218	205	250	173
Average Queue (ft)	106	79	107	32
95th Queue (ft)	170	157	192	92
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				130
Storage Blk Time (%)	10		6	
Queuing Penalty (veh)	13		8	

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	14	105	106	46	156	165	159	162	60	67	210	76
Average Queue (ft)	1	42	48	15	68	87	65	76	24	22	87	33
95th Queue (ft)	6	76	88	32	124	137	124	135	49	54	154	63
Link Distance (ft)		869	869				703	703				745
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)			0		0	0	0				0	
Queuing Penalty (veh)			0		0	0	0				0	

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	68	47	120	141	60	58	24
Average Queue (ft)	30	1	43	70	22	17	4
95th Queue (ft)	60	26	85	110	45	42	16
Link Distance (ft)	745				739	739	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		110	285	285			130
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	L	R
Maximum Queue (ft)	129	133	194	189	49	194	206	96
Average Queue (ft)	57	54	81	84	0	94	114	40
95th Queue (ft)	104	101	146	147	12	153	167	72
Link Distance (ft)	224	224	1021	1021	1021			735
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						200	200	
Storage Blk Time (%)						0	0	
Queuing Penalty (veh)						0	0	

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	L	L	R	R	R
Maximum Queue (ft)	254	265	121	159	159	229	454	652	288	259
Average Queue (ft)	143	157	45	64	69	60	120	146	139	98
95th Queue (ft)	214	231	96	125	133	140	266	336	218	218
Link Distance (ft)	1021	1021	165	165	165		737	737		
Upstream Blk Time (%)			0	0	0		0	0		
Queuing Penalty (veh)			0	0	0		0	0		
Storage Bay Dist (ft)						150			400	400
Storage Blk Time (%)		1				1	5		0	
Queuing Penalty (veh)		1				2	8		0	

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	350	450	590	586	462	250	215	210	220	220	220	210
Average Queue (ft)	348	448	586	397	179	95	125	107	205	218	219	158
95th Queue (ft)	359	467	644	706	321	213	185	174	243	227	226	293
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250				165	230	230				140
Storage Blk Time (%)	66	74	2		21	0	0	0	7		72	0
Queuing Penalty (veh)	261	289	18		69	1	0	0	17		83	0

Intersection: 6: East Commerce Way & Del Paso Road

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	TR	R
Maximum Queue (ft)	265	305	764	525	286	204	86	117	306	245
Average Queue (ft)	248	286	433	245	124	63	27	40	158	93
95th Queue (ft)	309	349	810	525	207	149	63	79	247	202
Link Distance (ft)			1064	1064	1064				869	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225	225				145	280	280		195
Storage Blk Time (%)	17	58	0		6	0			5	0
Queuing Penalty (veh)	34	116	1		11	1			9	0

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	L
Maximum Queue (ft)	224	227	226	226	190	231	202	222	269	195	186	198
Average Queue (ft)	148	207	182	151	72	104	119	133	138	78	126	124
95th Queue (ft)	257	259	247	229	166	183	189	203	219	182	175	182
Link Distance (ft)							916	916	916			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	145				140	250				140	200	200
Storage Blk Time (%)	7	25		10	0	0	0		7	0	0	0
Queuing Penalty (veh)	24	35		22	0	0	0		18	1	0	1

Intersection: 7: Town Center Drive & Del Paso Rd

Movement	NB	NB	SB	SB	SB
Directions Served	T	R	L	T	R
Maximum Queue (ft)	151	180	342	92	59
Average Queue (ft)	29	72	180	32	23
95th Queue (ft)	79	134	285	71	45
Link Distance (ft)	274		397	397	
Upstream Blk Time (%)	0		0		
Queuing Penalty (veh)	0		0		
Storage Bay Dist (ft)		200		135	
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	EB	WB	SB
Directions Served	T	R	R
Maximum Queue (ft)	92	44	92
Average Queue (ft)	2	1	38
95th Queue (ft)	69	14	69
Link Distance (ft)	916		578
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)		130	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	WB	WB	B3009	NB	SB
Directions Served	L	T	R	L	R	T	R	R
Maximum Queue (ft)	234	56	4	59	41	3	89	55
Average Queue (ft)	99	2	0	18	3	0	33	19
95th Queue (ft)	186	39	2	45	18	1	65	41
Link Distance (ft)		653				403	202	425
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	234		140	210	170			
Storage Blk Time (%)	0	0						
Queuing Penalty (veh)	2	0						

Queuing and Blocking Report
Existing Plus Project PM

07/22/2021

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	B3009	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	T	L	L	T	T
Maximum Queue (ft)	230	258	262	256	259	278	200	5	138	155	183	191
Average Queue (ft)	149	170	176	137	139	142	97	0	53	78	96	101
95th Queue (ft)	205	230	236	211	213	226	188	4	105	130	153	166
Link Distance (ft)			403	403	403	403		553			1330	1330
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	350	350						150	215	215		
Storage Blk Time (%)							9	2	0		0	
Queuing Penalty (veh)							27	4	0		0	

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	WB	NB	NB	NB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	T	R	L	L	T	T	T	R	R	L	L	T	T
Maximum Queue (ft)	239	198	172	271	346	347	358	74	75	123	127	206	206
Average Queue (ft)	123	65	76	109	179	193	204	25	26	49	62	107	107
95th Queue (ft)	198	144	138	189	281	293	307	52	54	99	107	174	174
Link Distance (ft)	1330				1356	1356	1356	1356					777
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)		140	230	230					150	200	200		
Storage Blk Time (%)	8	1		0	3								0
Queuing Penalty (veh)	18	2		0	11								0

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	212	261	199
Average Queue (ft)	106	116	82
95th Queue (ft)	175	197	175
Link Distance (ft)	777	777	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			140
Storage Blk Time (%)		5	2
Queuing Penalty (veh)		14	4

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	54	41	60	127	100	194	121	156	48	82	67	75
Average Queue (ft)	15	13	19	51	39	74	40	64	11	25	14	23
95th Queue (ft)	39	32	52	96	78	143	89	118	33	59	42	53
Link Distance (ft)		527		286		813	813	813		1064	1064	1064
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)			1	12		0						
Queuing Penalty (veh)			1	7		0						

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	23
Average Queue (ft)	4
95th Queue (ft)	15
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: East Commerce Way & West Entrance Road

Movement	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	R	R	T	R	L	L
Maximum Queue (ft)	9	27	143	131	9	15	40	92
Average Queue (ft)	0	1	71	62	0	0	5	33
95th Queue (ft)	4	13	115	101	4	4	23	68
Link Distance (ft)	295	295	295	295	561			
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)						175	240	240
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 13: East Commerce Way & Bella Rose Driveway

Movement	NB	SB	SW
Directions Served	TR	L	R
Maximum Queue (ft)	9	41	31
Average Queue (ft)	0	6	5
95th Queue (ft)	5	24	25
Link Distance (ft)	557		315
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		170	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: East Commerce Way & Main Entrance Road

Movement	WB	WB	WB	WB	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	L	R	R	T	T	T	R	L	L	T
Maximum Queue (ft)	134	120	143	30	12	231	222	227	186	17	35	115
Average Queue (ft)	68	58	68	4	1	99	88	87	36	0	4	58
95th Queue (ft)	107	97	114	19	7	178	169	164	100	6	20	95
Link Distance (ft)	263	263	263	263	263	912	912	912				557
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)									145	235	235	
Storage Blk Time (%)								1	0			
Queuing Penalty (veh)								4	0			

Intersection: 14: East Commerce Way & Main Entrance Road

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	108	130
Average Queue (ft)	47	58
95th Queue (ft)	91	101
Link Distance (ft)	557	557
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: East Commerce Way & KSP Arena Driveway

Movement	WB	SB
Directions Served	R	L
Maximum Queue (ft)	48	27
Average Queue (ft)	16	1
95th Queue (ft)	38	11
Link Distance (ft)	209	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	T	R	L	L	T	T
Maximum Queue (ft)	147	158	27	67	52	114	50	69	61	97	355	350
Average Queue (ft)	116	115	2	19	7	40	9	24	13	28	109	105
95th Queue (ft)	135	144	14	47	31	85	31	51	39	64	224	221
Link Distance (ft)	193	193	193	193	193		529				887	887
Upstream Blk Time (%)	0											
Queuing Penalty (veh)	0											
Storage Bay Dist (ft)						140		140	230	230		
Storage Blk Time (%)						0						1
Queuing Penalty (veh)						0						1

Intersection: 16: Truxel Road & East Entrance Road/Terracina Drive

Movement	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T	T	R
Maximum Queue (ft)	442	422	173	154	224	208	209	229	145
Average Queue (ft)	109	96	16	39	100	87	80	95	13
95th Queue (ft)	245	233	82	91	176	160	157	177	57
Link Distance (ft)	887	887			1356	1356	1356	1356	
Upstream Blk Time (%)	0								
Queuing Penalty (veh)	0								
Storage Bay Dist (ft)			125	130					130
Storage Blk Time (%)		4		0	4			3	
Queuing Penalty (veh)		6		1	2			5	

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	155	395	112	53	230	428	394	362	342	260	111	262
Average Queue (ft)	124	152	37	13	63	221	209	186	177	43	36	66
95th Queue (ft)	177	338	81	35	163	352	334	300	287	152	85	163
Link Distance (ft)		425	524	524		961	961	961	961			887
Upstream Blk Time (%)		1										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	43	5			0	23			14			2
Queuing Penalty (veh)	61	8			3	19			16			1

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	267	280	303
Average Queue (ft)	67	75	86
95th Queue (ft)	167	176	198
Link Distance (ft)	887	887	887
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	L	L	R
Maximum Queue (ft)	92	98	109	110	117	77	72	107
Average Queue (ft)	44	48	49	56	55	38	34	48
95th Queue (ft)	75	81	84	91	95	63	65	82
Link Distance (ft)	245	245	177	177	177	868	868	868
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 19: I-5 Northbound Off Ramp & Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	151	162	116	155	183	218	653	695	704	701
Average Queue (ft)	79	81	38	69	118	138	195	292	409	408
95th Queue (ft)	121	128	90	129	171	191	633	740	791	777
Link Distance (ft)	264	264	164	164	164	164	693	693	693	693
Upstream Blk Time (%)				0	0	2	3	18	22	17
Queuing Penalty (veh)				0	2	10	0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	345	346	345	293	279	131	54	33	201	220	343	224
Average Queue (ft)	343	343	167	56	70	14	11	1	66	86	157	57
95th Queue (ft)	358	357	420	171	181	64	35	10	134	162	265	166
Link Distance (ft)									995	995	995	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	360	360				230	220	220				150
Storage Blk Time (%)	9	12	2		0	0			0		13	0
Queuing Penalty (veh)	39	55	21		0	0			0		22	0

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R	L	L	T	T	R
Maximum Queue (ft)	43	98	42	34	38	38	112	126	42	531	235
Average Queue (ft)	6	38	11	5	5	7	40	63	9	112	176
95th Queue (ft)	25	75	32	20	20	21	83	109	31	408	284
Link Distance (ft)			413	413	413			996	996	996	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	290	290				200	200				160
Storage Blk Time (%)											16
Queuing Penalty (veh)											1

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	46	206	226	315	160	48	98	150	196	33	51	43
Average Queue (ft)	12	48	43	79	5	8	22	36	66	4	15	11
95th Queue (ft)	34	128	126	199	43	29	64	97	152	19	39	32
Link Distance (ft)		995	995	995			946	946	946			463
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)		0		2					1			
Queuing Penalty (veh)		0		1					0			

Intersection: 21: Arena Boulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	43	20
Average Queue (ft)	10	4
95th Queue (ft)	31	17
Link Distance (ft)	359	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		57
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 22: Innovator Road & Arena Boulevard & South Entrance Road

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	<
Maximum Queue (ft)	148	174	296	385	577	215	97	134	158	196	194	109
Average Queue (ft)	65	75	86	101	210	78	32	51	61	89	89	43
95th Queue (ft)	116	131	183	223	430	214	71	98	118	153	154	85
Link Distance (ft)			946	946	946			1124	1124	1124		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235	235				150	190				125	135
Storage Blk Time (%)			0		19	0				2	2	0
Queuing Penalty (veh)			0		31	0				15	5	0

Intersection: 22: Innovator Road & Arena Boulevard & South Entrance Road

Movement	NB	NB	SE	SE	SE	SE	B41	B41	B41	B41
Directions Served	L	R	L	L	R>	>	T	T	T	T
Maximum Queue (ft)	52	85	250	214	181	194	254	229	119	94
Average Queue (ft)	7	28	202	212	61	74	142	202	4	6
95th Queue (ft)	27	60	265	214	132	151	285	246	53	62
Link Distance (ft)		608	139	139	139	139	141	141	141	141
Upstream Blk Time (%)			60	84	2	3	32	69	0	
Queuing Penalty (veh)			232	327	6	12	124	266	0	
Storage Bay Dist (ft)	135									
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	48	65	357	1043	1141	200	153	165	181	274	212	200
Average Queue (ft)	8	22	193	236	733	198	77	87	68	145	41	177
95th Queue (ft)	29	53	304	577	1267	217	132	138	137	235	115	227
Link Distance (ft)			1124	1124	1124				354	354		
Upstream Blk Time (%)				0	2							1
Queuing Penalty (veh)				0	13							0
Storage Bay Dist (ft)	370	370				150	200	200			140	215
Storage Blk Time (%)			0		0	66			0	13	0	1
Queuing Penalty (veh)			0		1	217			0	17	0	4

Intersection: 23: Truxel Road & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B44	B44	B44	B44	SB	SB
Directions Served	L	T	T	T	T	R	T	T	T	T	L	L
Maximum Queue (ft)	204	276	205	240	266	154	629	574	502	146	114	120
Average Queue (ft)	200	275	59	80	88	13	618	102	29	3	42	56
95th Queue (ft)	208	276	140	169	191	68	627	387	195	58	84	97
Link Distance (ft)		204	204	204	204		612	612	612	612		
Upstream Blk Time (%)	49	79	0	0	1		28	0	0	0		
Queuing Penalty (veh)	0	336	0	1	3		120	0	0	0		
Storage Bay Dist (ft)	215					145					220	220
Storage Blk Time (%)	49	79			2	0						
Queuing Penalty (veh)	172	613			1	0						

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	154	184	198	216	135
Average Queue (ft)	65	82	93	89	32
95th Queue (ft)	123	144	155	158	82
Link Distance (ft)	961	961	961	961	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				140	
Storage Blk Time (%)				1	0
Queuing Penalty (veh)				1	0

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	329	208	184	118	170	522	486	84	98	218	221	93
Average Queue (ft)	157	66	64	30	133	187	151	27	41	119	117	20
95th Queue (ft)	278	174	132	69	195	452	370	62	78	185	183	53
Link Distance (ft)		1266	1266			743	743			878	878	
Upstream Blk Time (%)						1	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	290			170	100			320	320			150
Storage Blk Time (%)	3		0	0	38	3						3
Queuing Penalty (veh)	5		0	0	78	7						3

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	69	91	168	165	109
Average Queue (ft)	19	43	88	79	37
95th Queue (ft)	51	73	140	132	71
Link Distance (ft)			791	791	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	145	145			145
Storage Blk Time (%)		0	1	0	0
Queuing Penalty (veh)		0	1	1	0

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	122	135	418	125	112	345	398	425	475	145	225	238
Average Queue (ft)	88	110	417	124	96	233	282	299	123	34	135	154
95th Queue (ft)	156	152	418	129	156	310	380	392	281	112	195	210
Link Distance (ft)			402						723			
Upstream Blk Time (%)			64						0			
Queuing Penalty (veh)			0						0			
Storage Bay Dist (ft)	110	110		100	100	345	345	345		120	380	380
Storage Blk Time (%)	5	18	17	51	3	0	1	3	9	0		
Queuing Penalty (veh)	33	113	120	175	11	0	3	8	103	0		

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	251	377	384	502	174	166	91	310	1126	1126	1127	225
Average Queue (ft)	167	244	258	270	76	74	34	208	1124	1125	1126	169
95th Queue (ft)	222	333	342	370	137	127	73	416	1140	1133	1131	311
Link Distance (ft)		683	683	683					1111	1111	1111	
Upstream Blk Time (%)				0					48	72	90	
Queuing Penalty (veh)				0					0	0	0	
Storage Bay Dist (ft)	380				550	550	220	220				200
Storage Blk Time (%)		0						0	66		73	0
Queuing Penalty (veh)		0						0	103		130	1

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	138	151	236	217	192	234	232	244	221	222	208	181
Average Queue (ft)	73	87	149	146	105	122	116	155	119	116	108	75
95th Queue (ft)	119	128	209	197	188	204	197	238	188	181	171	138
Link Distance (ft)			1080			227	227	227	214	214	214	214
Upstream Blk Time (%)						0	0	1	0	0	0	0
Queuing Penalty (veh)						2	1	7	1	1	0	0
Storage Bay Dist (ft)	425	425		425	425							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	190	201	232	126	146	139	148	120	226	232	204
Average Queue (ft)	103	101	132	65	75	69	73	37	129	121	94
95th Queue (ft)	151	160	191	104	120	111	121	81	186	185	158
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)									0	0	0
Queuing Penalty (veh)									0	0	0
Storage Bay Dist (ft)				210							
Storage Blk Time (%)				0							
Queuing Penalty (veh)				1							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	133	135	97	104	161	161
Average Queue (ft)	69	78	53	49	151	150
95th Queue (ft)	109	116	85	87	187	191
Link Distance (ft)	203	203	313	313		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	85	90	138	106	121	119
Average Queue (ft)	44	48	64	32	59	57
95th Queue (ft)	70	77	104	72	94	95
Link Distance (ft)	262	262			300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: Del Paso Rd

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	25	58
Average Queue (ft)	1	5
95th Queue (ft)	10	27
Link Distance (ft)	146	146
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 33: Del Paso Road/Del Paso Rd

Movement	WB	WB	WB
Directions Served	T	T	TR
Maximum Queue (ft)	207	535	537
Average Queue (ft)	9	209	262
95th Queue (ft)	76	406	421
Link Distance (ft)	1150	1150	1150
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 37: Del Paso Rd/Del Paso Road

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 50: Truxel Road

Movement	NB	SB	SB	SB	SB
Directions Served	T	T	T	TR	R
Maximum Queue (ft)	18	31	24	218	23
Average Queue (ft)	0	1	1	9	0
95th Queue (ft)	7	13	11	83	18
Link Distance (ft)	246				
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 55: Arena Boulevard

Movement	WB	WB	WB	WB
Directions Served	T	T	T	R
Maximum Queue (ft)	18	108	146	49
Average Queue (ft)	0	5	36	2
95th Queue (ft)	7	43	95	19
Link Distance (ft)	661	661	661	661
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 60: Arena Boulevard

Movement	EB	WB	WB
Directions Served	T	T	TR
Maximum Queue (ft)	2	147	458
Average Queue (ft)	0	4	186
95th Queue (ft)	2	77	426
Link Distance (ft)	177	499	499
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	2
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 63: Arena Boulevard

Movement	EB	WB	WB	WB	WB
Directions Served	TR	T	T	T	T
Maximum Queue (ft)	6	24	73	123	221
Average Queue (ft)	0	0	3	10	26
95th Queue (ft)	3	18	44	87	138
Link Distance (ft)	499	264	264	264	264
Upstream Blk Time (%)			0	0	1
Queuing Penalty (veh)			0	0	3
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 65: Arena Boulevard

Movement	EB	EB	EB
Directions Served	T	TR	R
Maximum Queue (ft)	5	12	14
Average Queue (ft)	0	0	0
95th Queue (ft)	4	5	6
Link Distance (ft)	574	574	574
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 67: Truxel Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	T	T	T	T	TR	R
Maximum Queue (ft)	21	30	177	130	59	52	129	36
Average Queue (ft)	1	1	23	21	2	3	8	1
95th Queue (ft)	14	15	93	71	20	22	56	15
Link Distance (ft)	214	214	214	214	683	683	683	683
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 70: Northgate Boulevard

Movement	NB	SB	SB
Directions Served	TR	T	T
Maximum Queue (ft)	32	3	14
Average Queue (ft)	1	0	0
95th Queue (ft)	16	2	5
Link Distance (ft)		313	313
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 72: Northgate Boulevard

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	36	86
Average Queue (ft)	1	10
95th Queue (ft)	11	43
Link Distance (ft)	380	380
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 81: Truxel Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	66	72	125	135	83	45	235	544	538	521	315	95
Average Queue (ft)	16	19	9	67	20	4	81	528	421	161	53	5
95th Queue (ft)	46	49	60	121	51	20	243	537	722	472	165	34
Link Distance (ft)		332			174			513	513	513	513	
Upstream Blk Time (%)					0			93	21	0		
Queuing Penalty (veh)					0			0	0	0		
Storage Bay Dist (ft)	140		120	120		210	210					195
Storage Blk Time (%)			0	1			0	85			1	
Queuing Penalty (veh)			0	1			0	41			0	

Intersection: 81: Truxel Road

Movement	SB	SB	SB	SB	SB	SB	B44	B44
Directions Served	L	T	T	T	T	R	T	T
Maximum Queue (ft)	158	361	358	368	385	160	3	7
Average Queue (ft)	14	218	233	248	264	66	0	0
95th Queue (ft)	66	311	313	323	337	179	2	4
Link Distance (ft)		612	612	612	612		204	204
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	180					135		
Storage Blk Time (%)		13			31	0		
Queuing Penalty (veh)		1			23	0		

Intersection: 86:

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	67	53	70	30	81	36	82
Average Queue (ft)	29	17	28	3	38	14	42
95th Queue (ft)	53	44	54	16	61	39	66
Link Distance (ft)	206		231		220		166
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		100		100	
Storage Blk Time (%)			0		0		0
Queuing Penalty (veh)			0		0		0

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	54	33	33	47	25	49	42	69	81	65	59	69
Average Queue (ft)	9	7	7	8	4	16	9	12	20	16	6	11
95th Queue (ft)	33	25	26	29	17	37	30	41	58	45	29	40
Link Distance (ft)		638	638		1634	1634		827	827		350	350
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			200			200		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L
Maximum Queue (ft)	34	34	36	24	21	37	11	3
Average Queue (ft)	7	6	11	7	3	12	0	0
95th Queue (ft)	29	25	35	24	15	28	6	2
Link Distance (ft)		1634	1634		1166	1166		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200			200			200	200
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	30	14	4	31	15	92	102	34	20	22
Average Queue (ft)	3	0	0	2	3	44	49	6	5	4
95th Queue (ft)	17	6	1	13	13	71	80	23	19	16
Link Distance (ft)			221	221		685	685		1166	1166
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200	200			200			200		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	WB	WB	NB	NB	NB	B41	B41	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	T	T	L	T	TR
Maximum Queue (ft)	51	74	174	86	63	173	192	8	12	207	820	875
Average Queue (ft)	9	20	54	15	8	60	79	0	0	16	651	766
95th Queue (ft)	31	52	131	53	34	140	155	3	6	92	982	835
Link Distance (ft)		719		434		141	141	139	139		1394	1394
Upstream Blk Time (%)					0	1	2					
Queuing Penalty (veh)					0	4	7					
Storage Bay Dist (ft)	200		200		200					200		
Storage Blk Time (%)			2		0	1				0	14	
Queuing Penalty (veh)			0		0	0				0	1	

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	24	49	109	17	225	542	119	272
Average Queue (ft)	3	4	45	1	106	229	10	103
95th Queue (ft)	15	19	82	7	238	480	55	214
Link Distance (ft)	153	153		481		1097		776
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			200		200		200	
Storage Blk Time (%)					0	27		4
Queuing Penalty (veh)					0	30		0

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	38	113	69	94	224	331	42	41
Average Queue (ft)	8	47	22	30	147	38	7	8
95th Queue (ft)	28	83	52	66	222	162	25	29
Link Distance (ft)	148	148		774		776		662
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)			200		200		200	
Storage Blk Time (%)					3	0		
Queuing Penalty (veh)					4	0		

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	72	57	31	72	14	5	25	2
Average Queue (ft)	34	25	8	35	0	0	1	0
95th Queue (ft)	53	49	28	57	5	3	11	1
Link Distance (ft)		774		270		974		827
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	38	91	224	402	103	58	98	28	30	81
Average Queue (ft)	6	26	73	146	31	10	31	4	6	25
95th Queue (ft)	22	62	164	286	71	35	67	18	23	57
Link Distance (ft)		555		1013		1394	1394		974	974
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200		200			200		
Storage Blk Time (%)			0	4						
Queuing Penalty (veh)			0	5						

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement	WB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	257	29	69
Average Queue (ft)	80	1	8
95th Queue (ft)	172	14	36
Link Distance (ft)	403	292	292
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB
Directions Served	TR
Maximum Queue (ft)	89
Average Queue (ft)	10
95th Queue (ft)	45
Link Distance (ft)	298
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3028: I-80 Westbound Off Ramp

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	20	135
Average Queue (ft)	0	15
95th Queue (ft)	9	66
Link Distance (ft)	341	341
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3029: Northgate Boulevard

Movement	EB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	148	126	107
Average Queue (ft)	63	9	23
95th Queue (ft)	116	55	71
Link Distance (ft)	636	399	399
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4026: Truxel Road

Movement	NB	NB	NB
Directions Served	T	T	TR
Maximum Queue (ft)	47	32	118
Average Queue (ft)	1	1	8
95th Queue (ft)	14	12	47
Link Distance (ft)	461	461	461
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 5014

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	16204	16078	16161	16204	16311	16210	16205
Vehs Exited	16176	16084	16193	16204	16341	16219	16190
Starting Vehs	174	191	178	190	187	201	172
Ending Vehs	202	185	146	190	157	192	187
Denied Entry Before	0	2	4	1	3	0	1
Denied Entry After	2	4	1	7	0	4	3
Travel Distance (mi)	5991	5936	5943	6032	6038	5987	5976
Travel Time (hr)	327.8	323.4	320.3	332.4	329.4	320.2	329.3
Total Delay (hr)	143.4	141.2	137.3	145.9	143.3	135.6	145.1
Total Stops	11962	11892	11637	12156	11943	11661	11880
Fuel Used (gal)	263.2	260.1	259.0	265.0	263.6	260.9	263.6

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	16370	16321	16363	16243
Vehs Exited	16378	16322	16393	16249
Starting Vehs	206	192	199	174
Ending Vehs	198	191	169	170
Denied Entry Before	2	1	1	0
Denied Entry After	2	2	4	0
Travel Distance (mi)	6057	6077	6007	6004
Travel Time (hr)	335.2	333.6	326.2	327.8
Total Delay (hr)	148.2	145.7	141.3	142.7
Total Stops	12151	12201	11890	11936
Fuel Used (gal)	267.6	266.8	262.6	263.2

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2300	2362	2307	2279	2288	2340	2382
Vehs Exited	2303	2387	2332	2281	2273	2350	2368
Starting Vehs	174	191	178	190	187	201	172
Ending Vehs	171	166	153	188	202	191	186
Denied Entry Before	0	2	4	1	3	0	1
Denied Entry After	0	3	3	4	4	2	3
Travel Distance (mi)	849	870	848	845	837	869	864
Travel Time (hr)	45.9	47.7	46.2	46.6	45.6	46.5	46.0
Total Delay (hr)	19.8	20.9	20.2	20.5	20.0	19.7	19.4
Total Stops	1698	1783	1685	1659	1656	1694	1633
Fuel Used (gal)	37.3	38.3	37.2	37.1	36.7	38.1	37.7

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	2332	2417	2335	2333
Vehs Exited	2332	2379	2371	2336
Starting Vehs	206	192	199	174
Ending Vehs	206	230	163	178
Denied Entry Before	2	1	1	0
Denied Entry After	2	2	3	0
Travel Distance (mi)	877	888	865	861
Travel Time (hr)	49.3	50.2	46.7	47.1
Total Delay (hr)	22.1	22.7	20.1	20.5
Total Stops	1779	1871	1711	1712
Fuel Used (gal)	38.5	39.6	37.6	37.8

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2333	2252	2232	2371	2395	2268	2332
Vehs Exited	2335	2272	2211	2388	2435	2316	2362
Starting Vehs	171	166	153	188	202	191	186
Ending Vehs	169	146	174	171	162	143	156
Denied Entry Before	0	3	3	4	4	2	3
Denied Entry After	0	2	3	1	3	4	2
Travel Distance (mi)	874	838	824	882	901	848	874
Travel Time (hr)	47.9	45.5	44.1	48.1	50.1	44.9	47.2
Total Delay (hr)	21.0	19.8	18.6	20.8	22.3	18.8	20.4
Total Stops	1686	1658	1619	1756	1788	1621	1726
Fuel Used (gal)	37.9	36.7	35.7	38.3	39.7	36.7	38.2

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	2312	2344	2346	2318
Vehs Exited	2348	2376	2319	2334
Starting Vehs	206	230	163	178
Ending Vehs	170	198	190	156
Denied Entry Before	2	2	3	0
Denied Entry After	0	6	5	0
Travel Distance (mi)	857	881	859	864
Travel Time (hr)	47.2	48.3	46.5	47.0
Total Delay (hr)	20.9	20.8	20.2	20.4
Total Stops	1696	1757	1675	1694
Fuel Used (gal)	38.1	38.6	37.3	37.7

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2365	2255	2296	2361	2306	2312	2345
Vehs Exited	2372	2229	2303	2359	2287	2293	2277
Starting Vehs	169	146	174	171	162	143	156
Ending Vehs	162	172	167	173	181	162	224
Denied Entry Before	0	2	3	1	3	4	2
Denied Entry After	1	1	8	6	2	2	1
Travel Distance (mi)	865	836	829	871	870	851	865
Travel Time (hr)	47.0	44.4	43.8	50.1	47.9	45.6	48.4
Total Delay (hr)	20.4	18.8	18.5	23.3	20.9	19.0	21.6
Total Stops	1718	1668	1591	1812	1792	1695	1786
Fuel Used (gal)	38.0	35.9	35.8	39.2	37.8	36.9	38.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	2293	2369	2387	2327
Vehs Exited	2312	2416	2352	2319
Starting Vehs	170	198	190	156
Ending Vehs	151	151	225	169
Denied Entry Before	0	6	5	0
Denied Entry After	1	0	2	0
Travel Distance (mi)	837	895	882	860
Travel Time (hr)	45.5	49.2	47.5	47.0
Total Delay (hr)	19.8	21.7	20.4	20.4
Total Stops	1640	1737	1748	1719
Fuel Used (gal)	37.0	39.5	38.4	37.7

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	9206	9209	9326	9193	9322	9290	9146
Vehs Exited	9166	9196	9347	9176	9346	9260	9183
Starting Vehs	162	172	167	173	181	162	224
Ending Vehs	202	185	146	190	157	192	187
Denied Entry Before	1	1	8	6	2	2	1
Denied Entry After	2	4	1	7	0	4	3
Travel Distance (mi)	3402	3393	3442	3435	3430	3420	3373
Travel Time (hr)	187.0	185.7	186.2	187.6	185.8	183.2	187.8
Total Delay (hr)	82.2	81.7	80.1	81.3	80.0	78.1	83.7
Total Stops	6860	6783	6742	6929	6707	6651	6735
Fuel Used (gal)	150.0	149.1	150.3	150.4	149.3	149.2	149.5

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	9433	9191	9295	9260
Vehs Exited	9386	9151	9351	9257
Starting Vehs	151	151	225	169
Ending Vehs	198	191	169	170
Denied Entry Before	1	0	2	0
Denied Entry After	2	2	4	0
Travel Distance (mi)	3486	3413	3401	3420
Travel Time (hr)	193.1	185.8	185.5	186.8
Total Delay (hr)	85.4	80.6	80.7	81.4
Total Stops	7036	6836	6756	6802
Fuel Used (gal)	154.0	149.1	149.3	150.0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.1	0.5	2.1	2.5	0.3	2.3	2.9	0.2	2.8	2.7	0.4	2.8
Total Del/Veh (s)	57.3	40.3	17.2	64.2	36.8	9.1	57.2	37.9	13.0	54.5	36.1	5.7
Vehicles Entered	703	2267	739	509	1717	170	248	1023	208	192	829	988
Vehicles Exited	711	2278	742	515	1726	170	248	1016	209	192	823	988
Hourly Exit Rate	406	1302	424	294	986	97	142	581	119	110	470	565
Input Volume	411	1314	422	289	990	99	145	592	121	113	470	566
% of Volume	99	99	100	102	100	98	98	98	99	97	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	35.9
Vehicles Entered	9593
Vehicles Exited	9618
Hourly Exit Rate	5496
Input Volume	5532
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.0	0.3	1.9	0.1	2.1	3.7	0.2	3.6
Total Del/Veh (s)	39.5	35.9	4.0	42.4	39.3	4.8	38.9	1.6	0.8	39.4	1.4	0.5
Vehicles Entered	16	17	22	14	19	24	16	269	18	17	382	20
Vehicles Exited	16	17	22	14	19	24	16	269	18	16	382	20
Hourly Exit Rate	9	10	13	8	11	14	9	154	10	9	218	11
Input Volume	10	10	10	10	10	13	10	153	10	10	218	10
% of Volume	91	97	126	80	109	105	91	100	103	91	100	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	6.1
Vehicles Entered	834
Vehicles Exited	833
Hourly Exit Rate	476
Input Volume	474
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.4	0.1	1.4	4.2	0.2	4.1	0.0	0.0	0.0
Total Del/Veh (s)	18.5	18.3	4.5	16.5	15.9	3.8	16.6	4.7	2.2	5.2	1.9	0.5
Vehicles Entered	16	18	17	17	18	44	18	14	17	17	19	17
Vehicles Exited	16	18	17	17	18	44	18	14	17	17	19	17
Hourly Exit Rate	9	10	10	10	10	25	10	8	10	10	11	10
Input Volume	10	10	10	10	10	25	10	10	10	10	10	10
% of Volume	91	103	97	97	103	101	103	80	97	97	109	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	8.5
Vehicles Entered	232
Vehicles Exited	232
Hourly Exit Rate	133
Input Volume	135
% of Volume	98
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.3	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.4	1.4	2.3	13.8	6.1	2.7	13.8	3.1	2.4	13.4	7.6	2.9
Vehicles Entered	17	1036	16	42	599	17	15	39	18	18	17	18
Vehicles Exited	17	1036	16	42	598	17	15	39	18	17	17	18
Hourly Exit Rate	10	592	9	24	342	10	9	22	10	10	10	10
Input Volume	10	591	10	24	339	10	10	21	13	10	10	10
% of Volume	97	100	91	100	101	97	86	106	79	97	97	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.7
Vehicles Entered	1852
Vehicles Exited	1850
Hourly Exit Rate	1057
Input Volume	1058
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.0	0.0	2.0	0.0	0.0	0.0	2.6	0.1	2.7
Total Del/Veh (s)	31.6	2.0	4.7	32.9	28.4	5.9	35.2	2.8	0.9	35.6	2.7	1.6
Vehicles Entered	18	401	19	110	17	18	14	1731	40	14	987	18
Vehicles Exited	18	401	19	109	16	18	14	1730	40	13	987	18
Hourly Exit Rate	10	229	11	62	9	10	8	989	23	7	564	10
Input Volume	10	234	10	64	10	10	10	992	24	10	560	10
% of Volume	103	98	109	97	91	103	80	100	95	74	101	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.2
Vehicles Entered	3387
Vehicles Exited	3383
Hourly Exit Rate	1933
Input Volume	1944
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.3	2.9	3.2	0.4	0.2	0.0	0.0	0.0
Total Del/Veh (s)	21.8	13.6	3.5	20.1	9.0	4.2	21.7	11.3	4.8	24.3	5.5	3.2
Vehicles Entered	18	420	67	150	133	19	79	597	345	19	476	18
Vehicles Exited	18	421	67	150	133	19	79	598	345	19	474	17
Hourly Exit Rate	10	241	38	86	76	11	45	342	197	11	271	10
Input Volume	10	243	38	89	76	10	48	339	194	10	272	10
% of Volume	103	99	101	96	100	109	94	101	102	109	100	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	10.2
Vehicles Entered	2341
Vehicles Exited	2340
Hourly Exit Rate	1337
Input Volume	1339
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	31.8	29.6	5.1	35.3	26.4	3.6	33.3	1.9	3.3	34.3	5.9	1.8
Vehicles Entered	18	46	384	110	16	19	136	415	84	18	18	19
Vehicles Exited	19	46	385	109	16	19	136	414	83	17	18	19
Hourly Exit Rate	11	26	220	62	9	11	78	237	47	10	10	11
Input Volume	10	24	218	64	10	10	76	235	48	10	10	10
% of Volume	109	110	101	97	91	109	102	101	99	97	103	109
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.4
Vehicles Entered	1283
Vehicles Exited	1281
Hourly Exit Rate	732
Input Volume	725
% of Volume	101
Denied Entry Before	0
Denied Entry After	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.0	0.6	4.2	0.2	4.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	6.4	3.6	11.6	7.3	3.7	10.4	1.8	2.2	9.8	2.6	1.3
Vehicles Entered	64	19	92	16	16	18	15	160	17	16	319	84
Vehicles Exited	64	19	92	16	16	18	16	159	17	16	319	84
Hourly Exit Rate	37	11	53	9	9	10	9	91	10	9	182	48
Input Volume	38	10	51	10	10	10	10	90	10	10	180	48
% of Volume	96	109	103	91	91	103	91	101	97	91	101	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	3.7
Vehicles Entered	836
Vehicles Exited	836
Hourly Exit Rate	478
Input Volume	477
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.1	1.9
Total Del/Veh (s)	30.4	11.1	3.6	30.9	2.3	3.2	36.5	1.5	8.5	43.0	6.3	1.8
Vehicles Entered	16	751	18	84	415	132	15	1616	135	599	73	25
Vehicles Exited	16	750	18	83	416	132	15	1618	135	594	73	25
Hourly Exit Rate	9	429	10	47	238	75	9	925	77	339	42	14
Input Volume	10	427	10	48	235	76	10	926	76	339	38	13
% of Volume	91	100	103	99	101	99	86	100	102	100	110	110
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	11.2
Vehicles Entered	3879
Vehicles Exited	3875
Hourly Exit Rate	2214
Input Volume	2208
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	30.3
Vehicles Entered	16243
Vehicles Exited	16249
Hourly Exit Rate	9285
Input Volume	25496
% of Volume	36
Denied Entry Before	0
Denied Entry After	0

Queuing and Blocking Report
 Existing Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	183	216	282	404	416	431	250	238	286	355	332	290
Average Queue (ft)	87	138	149	245	254	261	185	117	140	202	199	174
95th Queue (ft)	198	192	205	342	354	379	315	204	222	295	285	258
Link Distance (ft)				1178	1178	1178				420	420	420
Upstream Blk Time (%)										0	0	
Queuing Penalty (veh)										0	0	
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)		0	0	7		28	2	0	1	4		12
Queuing Penalty (veh)		0	0	30		118	11	1	3	10		12

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	210	107	127	196	183	182	116	92	103	169	160	152
Average Queue (ft)	42	45	66	117	109	97	35	33	49	103	91	65
95th Queue (ft)	129	86	108	169	161	160	78	70	85	148	137	126
Link Distance (ft)				1110	1110	1110				925	925	925
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	0			0		1						0
Queuing Penalty (veh)	0			0		2						0

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB
Directions Served	R
Maximum Queue (ft)	26
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	195
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
Existing Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	45	42	35	40	41	27	40	49	53	18	48	75
Average Queue (ft)	9	9	9	8	8	7	8	7	4	1	9	13
95th Queue (ft)	32	30	28	27	28	22	30	29	24	7	32	46
Link Distance (ft)	626			1610			820		820		295	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	44	24
Average Queue (ft)	5	1
95th Queue (ft)	25	9
Link Distance (ft)	295	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	31	36	27	35	32	42	43	34	29	30	26	25
Average Queue (ft)	7	7	5	8	7	11	9	3	5	4	2	1
95th Queue (ft)	27	25	19	28	24	30	32	17	21	20	12	9
Link Distance (ft)	1610			1145			347				425	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	34	54	59	25	59	157	40	26	39	32	21	34
Average Queue (ft)	8	19	17	4	17	70	1	4	7	3	4	8
95th Queue (ft)	28	43	43	17	43	122	17	18	26	17	15	27
Link Distance (ft)		282	282			151	151			708		
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					
Storage Bay Dist (ft)	200			150	200			150	200		150	200
Storage Blk Time (%)						0	0					
Queuing Penalty (veh)						0	0					

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	26	18
Average Queue (ft)	3	3
95th Queue (ft)	15	13
Link Distance (ft)	1145	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Existing Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B41	B41
Directions Served	L	T	R	L	T	R	L	T	T	R	T	T
Maximum Queue (ft)	42	33	28	97	41	20	36	175	150	27	3	3
Average Queue (ft)	8	8	6	38	5	4	7	62	55	2	0	0
95th Queue (ft)	28	26	20	76	21	14	27	126	120	14	2	2
Link Distance (ft)		725	725		420			152	152		193	193
Upstream Blk Time (%)								0	0			
Queuing Penalty (veh)								0	0			
Storage Bay Dist (ft)	200			200		150	200			150		
Storage Blk Time (%)								0	0			
Queuing Penalty (veh)								0	0			

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	37	101	111	44
Average Queue (ft)	6	28	35	3
95th Queue (ft)	23	67	78	20
Link Distance (ft)		1375	1375	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	200			150
Storage Blk Time (%)				0
Queuing Penalty (veh)				0

Queuing and Blocking Report
 Existing Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	EB	B1014	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	T	L	T	R	L	T	R	L	T
Maximum Queue (ft)	57	175	111	2	100	71	16	65	207	95	45	104
Average Queue (ft)	10	81	20	0	40	20	2	25	83	38	11	44
95th Queue (ft)	36	133	57	1	75	48	10	53	150	73	35	84
Link Distance (ft)		172		317		468			1079	1079		813
Upstream Blk Time (%)	0	0	0									
Queuing Penalty (veh)	0	0	0									
Storage Bay Dist (ft)	200		150		200		150	200				200
Storage Blk Time (%)	0	0	0						0			
Queuing Penalty (veh)	0	0	0						0			

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	SB
Directions Served	R
Maximum Queue (ft)	31
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	52	65	111	113	40	31	136	25	49	46	23	10
Average Queue (ft)	10	18	49	43	7	8	50	2	9	8	2	1
95th Queue (ft)	33	46	81	84	28	29	97	12	31	27	10	6
Link Distance (ft)		198			758			813				668
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150	200		150	200		150	200		150
Storage Blk Time (%)			0				0					
Queuing Penalty (veh)			0				0					

Queuing and Blocking Report
 Existing Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	67	27	48	33	26	21	34	31	41	30	32	77
Average Queue (ft)	21	5	16	8	5	5	8	2	6	3	6	17
95th Queue (ft)	49	21	35	27	21	20	29	13	26	16	23	45
Link Distance (ft)	758			257			968		968		820	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 107: Innovator Drive & West Entrance Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	18	38
Average Queue (ft)	1	5
95th Queue (ft)	8	19
Link Distance (ft)	820	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Existing Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T	
Maximum Queue (ft)	36	184	29	83	49	47	34	28	37	89	224	368	
Average Queue (ft)	6	75	2	26	7	8	4	5	6	30	158	50	
95th Queue (ft)	22	136	15	59	26	27	17	18	23	63	246	240	
Link Distance (ft)		542			999			1375	1375			968	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	200		150	200		150	200			150	200		
Storage Blk Time (%)			0									11	0
Queuing Penalty (veh)			0									2	0

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	200	28
Average Queue (ft)	14	5
95th Queue (ft)	100	21
Link Distance (ft)	968	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 189

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	18668	18677	18823	18944	19013	18952	18865
Vehs Exited	18661	18681	18845	18965	19007	18966	18899
Starting Vehs	232	198	253	251	211	220	234
Ending Vehs	239	194	231	230	217	206	200
Denied Entry Before	4	2	2	3	3	5	0
Denied Entry After	3	1	2	4	5	3	1
Travel Distance (mi)	6934	6984	7058	7057	7086	7067	7053
Travel Time (hr)	388.5	391.9	396.0	396.8	396.3	396.1	391.1
Total Delay (hr)	167.6	168.7	171.0	172.0	171.1	170.6	166.5
Total Stops	13926	14017	14215	14353	14181	14242	14021
Fuel Used (gal)	300.4	302.2	306.4	306.2	307.4	306.6	304.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	18831	18715	18933	18840
Vehs Exited	18809	18783	18925	18852
Starting Vehs	209	248	202	212
Ending Vehs	231	180	210	204
Denied Entry Before	2	7	1	0
Denied Entry After	3	2	5	0
Travel Distance (mi)	7023	6975	7035	7027
Travel Time (hr)	394.0	386.6	395.4	393.3
Total Delay (hr)	170.2	164.8	171.9	169.4
Total Stops	14139	13767	14192	14099
Fuel Used (gal)	304.6	301.0	305.1	304.5

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2552	2628	2561	2659	2601	2705	2740
Vehs Exited	2584	2600	2621	2675	2618	2701	2776
Starting Vehs	232	198	253	251	211	220	234
Ending Vehs	200	226	193	235	194	224	198
Denied Entry Before	4	2	2	3	3	5	0
Denied Entry After	5	1	1	1	1	1	1
Travel Distance (mi)	950	982	986	1001	985	1009	1016
Travel Time (hr)	52.6	54.8	55.4	56.8	54.1	57.2	56.3
Total Delay (hr)	22.1	23.4	23.9	24.7	22.7	24.8	23.8
Total Stops	1929	1961	2002	2033	1927	2052	1982
Fuel Used (gal)	41.2	42.1	42.9	43.6	42.2	43.9	43.8

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	2711	2676	2694	2656
Vehs Exited	2697	2690	2691	2667
Starting Vehs	209	248	202	212
Ending Vehs	223	234	205	202
Denied Entry Before	2	7	1	0
Denied Entry After	3	4	0	0
Travel Distance (mi)	1022	995	991	994
Travel Time (hr)	57.5	54.5	56.5	55.6
Total Delay (hr)	24.7	22.9	25.1	23.8
Total Stops	2057	1960	2038	1991
Fuel Used (gal)	44.1	42.9	43.0	43.0

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2863	2806	2817	2837	2932	2861	2719
Vehs Exited	2844	2814	2771	2847	2881	2868	2696
Starting Vehs	200	226	193	235	194	224	198
Ending Vehs	219	218	239	225	245	217	221
Denied Entry Before	5	1	1	1	1	1	1
Denied Entry After	6	6	2	4	5	3	3
Travel Distance (mi)	1060	1045	1059	1055	1081	1066	1024
Travel Time (hr)	59.9	61.9	61.2	61.7	61.7	61.1	56.8
Total Delay (hr)	26.3	28.7	27.6	28.5	27.6	27.4	24.4
Total Stops	2140	2159	2197	2227	2204	2176	2040
Fuel Used (gal)	45.8	46.2	46.4	46.7	47.4	47.1	44.4

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	2820	2815	2891	2837
Vehs Exited	2837	2853	2852	2825
Starting Vehs	223	234	205	202
Ending Vehs	206	196	244	211
Denied Entry Before	3	4	0	0
Denied Entry After	2	3	1	1
Travel Distance (mi)	1050	1054	1079	1057
Travel Time (hr)	61.0	59.3	61.3	60.6
Total Delay (hr)	27.9	25.8	27.1	27.1
Total Stops	2196	2113	2195	2162
Fuel Used (gal)	46.3	45.6	47.0	46.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2637	2602	2632	2691	2674	2679	2749
Vehs Exited	2634	2629	2673	2697	2736	2707	2769
Starting Vehs	219	218	239	225	245	217	221
Ending Vehs	222	191	198	219	183	189	201
Denied Entry Before	6	6	2	4	5	3	3
Denied Entry After	1	0	5	3	7	1	4
Travel Distance (mi)	984	972	979	1004	1017	1005	1026
Travel Time (hr)	55.0	53.3	54.3	55.9	57.5	55.0	57.8
Total Delay (hr)	23.8	22.4	23.3	23.9	25.1	22.8	25.0
Total Stops	2014	1902	1925	1984	2100	1988	2052
Fuel Used (gal)	42.7	41.9	42.4	43.4	44.5	43.2	44.2

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	2602	2555	2669	2648
Vehs Exited	2606	2567	2691	2671
Starting Vehs	206	196	244	211
Ending Vehs	202	184	222	189
Denied Entry Before	2	3	1	1
Denied Entry After	1	5	5	1
Travel Distance (mi)	963	958	994	990
Travel Time (hr)	53.5	53.1	55.2	55.1
Total Delay (hr)	22.8	22.7	23.6	23.5
Total Stops	1928	1886	1965	1966
Fuel Used (gal)	41.5	41.4	43.1	42.8

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	10616	10641	10813	10757	10806	10707	10657
Vehs Exited	10599	10638	10780	10746	10772	10690	10658
Starting Vehs	222	191	198	219	183	189	201
Ending Vehs	239	194	231	230	217	206	200
Denied Entry Before	1	0	5	3	7	1	4
Denied Entry After	3	1	2	4	5	3	1
Travel Distance (mi)	3941	3985	4033	3998	4002	3987	3986
Travel Time (hr)	221.0	221.9	225.0	222.4	223.1	222.8	220.3
Total Delay (hr)	95.4	94.2	96.1	94.9	95.8	95.5	93.2
Total Stops	7843	7995	8091	8109	7950	8026	7947
Fuel Used (gal)	170.8	172.0	174.6	172.6	173.3	172.5	172.3

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	10698	10669	10679	10701
Vehs Exited	10669	10673	10691	10689
Starting Vehs	202	184	222	189
Ending Vehs	231	180	210	204
Denied Entry Before	1	5	5	1
Denied Entry After	3	2	5	0
Travel Distance (mi)	3987	3968	3971	3986
Travel Time (hr)	221.9	219.7	222.4	222.0
Total Delay (hr)	94.7	93.4	96.1	95.0
Total Stops	7958	7808	7994	7970
Fuel Used (gal)	172.6	171.1	172.1	172.4

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.4	0.8	2.1	2.5	0.3	2.2	2.7	0.4	2.5	3.4	0.2	3.3
Total Del/Veh (s)	56.6	34.8	10.6	59.1	47.2	15.5	55.1	41.0	15.2	54.9	48.8	3.1
Vehicles Entered	1355	2080	581	446	1920	205	895	1067	325	164	356	383
Vehicles Exited	1371	2090	580	450	1924	204	887	1058	324	161	356	384
Hourly Exit Rate	783	1194	331	257	1099	117	507	605	185	92	203	219
Input Volume	787	1179	336	253	1082	115	514	605	188	93	202	217
% of Volume	100	101	99	102	102	101	99	100	98	99	100	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Del/Veh (s)	1.4
Total Del/Veh (s)	41.1
Vehicles Entered	9777
Vehicles Exited	9789
Hourly Exit Rate	5594
Input Volume	5570
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.6	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	36.9	33.8	3.8	38.4	36.6	4.9	38.2	2.6	1.4	35.0	1.3	0.4
Vehicles Entered	16	18	19	15	18	58	17	466	18	27	309	18
Vehicles Exited	16	18	19	15	18	58	17	465	18	27	309	18
Hourly Exit Rate	9	10	11	9	10	33	10	266	10	15	177	10
Input Volume	10	10	10	10	10	33	10	270	10	18	180	10
% of Volume	91	103	109	86	103	100	97	98	103	86	98	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.1
Vehicles Entered	999
Vehicles Exited	998
Hourly Exit Rate	570
Input Volume	581
% of Volume	98
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.2	0.1	4.1	0.0	0.0	0.0
Total Del/Veh (s)	17.1	10.3	4.4	18.4	2.2	5.3	17.1	5.3	2.2	5.4	1.6	0.6
Vehicles Entered	14	30	19	16	764	59	15	20	17	16	19	30
Vehicles Exited	14	31	19	16	765	60	15	20	17	16	19	30
Hourly Exit Rate	8	18	11	9	437	34	9	11	10	9	11	17
Input Volume	10	18	10	10	436	33	10	10	10	10	10	18
% of Volume	80	98	109	91	100	104	86	114	97	91	109	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	3.4
Vehicles Entered	1019
Vehicles Exited	1022
Hourly Exit Rate	584
Input Volume	585
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.4	2.9	0.0	0.0	0.0
Total Del/Veh (s)	16.1	0.6	2.5	17.9	9.3	4.7	15.7	7.2	2.4	17.0	5.7	2.4
Vehicles Entered	16	278	16	28	336	21	18	803	18	15	17	18
Vehicles Exited	16	278	16	28	335	21	18	803	18	15	17	18
Hourly Exit Rate	9	159	9	16	191	12	10	459	10	9	10	10
Input Volume	10	157	10	17	198	10	10	459	10	10	10	10
% of Volume	91	101	91	94	97	120	103	100	103	86	97	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	6.8
Vehicles Entered	1584
Vehicles Exited	1583
Hourly Exit Rate	905
Input Volume	911
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	1.3	0.0	1.4	0.0	0.0	0.0	2.1	0.2	2.0
Total Del/Veh (s)	44.6	1.2	11.7	41.4	39.1	4.6	42.5	2.0	0.8	46.0	3.9	2.4
Vehicles Entered	16	999	18	55	16	18	18	1315	158	17	2627	17
Vehicles Exited	16	999	18	56	16	18	18	1313	158	17	2627	17
Hourly Exit Rate	9	571	10	32	9	10	10	750	90	10	1501	10
Input Volume	10	570	10	33	10	10	10	755	90	10	1507	10
% of Volume	91	100	103	97	91	103	103	99	100	97	100	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.7
Vehicles Entered	5274
Vehicles Exited	5273
Hourly Exit Rate	3013
Input Volume	3025
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.6	1.1	2.8	3.2	0.3	0.2	1.2	0.1	1.1
Total Del/Veh (s)	28.2	23.3	4.4	21.0	10.8	3.3	28.0	12.9	4.0	30.4	19.3	6.1
Vehicles Entered	20	182	59	631	570	18	180	246	331	18	340	16
Vehicles Exited	20	182	59	633	570	18	180	247	331	19	340	16
Hourly Exit Rate	11	104	34	362	326	10	103	141	189	11	194	9
Input Volume	10	108	33	360	328	10	108	144	180	10	197	10
% of Volume	114	96	102	100	99	103	95	98	105	109	99	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Del/Veh (s)	1.2
Total Del/Veh (s)	15.8
Vehicles Entered	2611
Vehicles Exited	2615
Hourly Exit Rate	1494
Input Volume	1498
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	2.5	0.5	2.5	0.0	0.0	0.0
Total Del/Veh (s)	37.5	35.0	4.1	38.2	22.7	5.5	29.3	4.2	2.4	38.9	9.0	4.2
Vehicles Entered	17	18	188	55	93	16	568	19	192	19	17	17
Vehicles Exited	17	19	188	56	92	16	571	19	192	19	17	17
Hourly Exit Rate	10	11	107	32	53	9	326	11	110	11	10	10
Input Volume	10	10	108	33	50	10	328	10	108	10	10	10
% of Volume	97	109	99	97	105	91	99	109	102	109	97	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Del/Veh (s)	1.6
Total Del/Veh (s)	20.2
Vehicles Entered	1219
Vehicles Exited	1223
Hourly Exit Rate	699
Input Volume	697
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.5	0.0	0.5	4.0	0.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.8	5.7	2.6	14.2	9.9	3.9	11.9	2.2	2.9	12.7	0.6	2.2
Vehicles Entered	183	17	61	17	130	94	16	787	17	16	312	16
Vehicles Exited	183	17	62	17	130	94	16	788	17	16	311	16
Hourly Exit Rate	105	10	35	10	74	54	9	450	10	9	178	9
Input Volume	105	10	33	10	72	54	10	455	10	10	180	10
% of Volume	100	97	107	97	103	99	91	99	97	91	99	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	4.0
Vehicles Entered	1666
Vehicles Exited	1667
Hourly Exit Rate	953
Input Volume	959
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2.6	0.9	2.6	0.0	0.0	0.0	1.8	0.0	1.7
Total Del/Veh (s)	30.3	7.1	3.3	33.4	20.2	5.8	30.0	1.5	3.1	34.3	9.3	3.0
Vehicles Entered	19	494	19	212	223	681	156	1020	171	17	131	19
Vehicles Exited	19	493	19	212	222	682	155	1021	171	17	131	20
Hourly Exit Rate	11	282	11	121	127	390	89	583	98	10	75	11
Input Volume	10	278	10	126	131	393	90	587	98	10	72	10
% of Volume	109	101	109	96	97	99	98	99	100	97	104	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	8.9
Vehicles Entered	3162
Vehicles Exited	3162
Hourly Exit Rate	1807
Input Volume	1815
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	30.7
Vehicles Entered	18840
Vehicles Exited	18852
Hourly Exit Rate	10773
Input Volume	30905
% of Volume	35
Denied Entry Before	0
Denied Entry After	0

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	276	325	334	356	340	361	250	210	310	418	382	359
Average Queue (ft)	185	212	217	195	209	215	116	89	136	251	243	219
95th Queue (ft)	241	280	287	286	291	309	259	164	251	357	335	311
Link Distance (ft)				1178	1178	1178				420	420	420
Upstream Blk Time (%)										1	0	0
Queuing Penalty (veh)										0	0	0
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	0	2	3	2		20	0	0	0	11		25
Queuing Penalty (veh)	2	8	13	15		68	0	0	0	29		29

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	210	264	301	344	201	198	176	79	90	118	98	80
Average Queue (ft)	83	174	191	116	119	114	55	28	43	60	49	16
95th Queue (ft)	215	254	274	211	173	172	117	60	73	100	84	49
Link Distance (ft)				1110	1110	1110				925	925	925
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	0	2	4	0		3	0					
Queuing Penalty (veh)	0	4	8	1		6	1					

Intersection: 41: Bend

Movement	SE
Directions Served	T
Maximum Queue (ft)	9
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	129
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB	
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T	
Maximum Queue (ft)	41	47	35	45	38	56	40	53	72	26	59	52	
Average Queue (ft)	8	9	8	7	7	14	9	8	15	1	14	12	
95th Queue (ft)	30	30	27	28	26	34	31	33	49	8	42	36	
Link Distance (ft)	626		1610				820		820		351		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	200		150		200		150		200		150		200
Storage Blk Time (%)													
Queuing Penalty (veh)													

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	52	22
Average Queue (ft)	6	1
95th Queue (ft)	27	7
Link Distance (ft)	351	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R	
Maximum Queue (ft)	35	35	23	31	30	51	34	34	29	30	30	25	
Average Queue (ft)	7	7	5	7	6	14	8	5	5	5	1	2	
95th Queue (ft)	26	25	20	26	22	34	30	22	23	21	11	12	
Link Distance (ft)	1610			1144			347			423			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	200		150		200		150		200		150		200
Storage Blk Time (%)													
Queuing Penalty (veh)													

Queuing and Blocking Report
 Existing Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	40	28	19	27	55	123	60	28	40	196	34	32
Average Queue (ft)	8	4	1	4	13	55	3	6	8	76	3	7
95th Queue (ft)	28	18	8	19	39	93	23	25	28	142	18	25
Link Distance (ft)		282	282			227	227			708		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			150	200			150	200		150	200
Storage Blk Time (%)											1	
Queuing Penalty (veh)											0	

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	25	17
Average Queue (ft)	2	2
95th Queue (ft)	13	11
Link Distance (ft)	1144	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	B41	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	T	L
Maximum Queue (ft)	37	46	28	88	31	22	48	130	115	52	2	62
Average Queue (ft)	8	7	5	24	6	4	9	40	32	7	0	8
95th Queue (ft)	29	27	20	61	21	15	32	94	85	29	1	32
Link Distance (ft)		725	725		421			129	129		214	
Upstream Blk Time (%)								0	0	0		
Queuing Penalty (veh)								0	0	0		
Storage Bay Dist (ft)	200			200		150	200			150		200
Storage Blk Time (%)								0	0	0		
Queuing Penalty (veh)								0	0	0		

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	229	237	41
Average Queue (ft)	70	79	2
95th Queue (ft)	160	171	17
Link Distance (ft)	1375	1375	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			150
Storage Blk Time (%)	0	1	
Queuing Penalty (veh)	0	0	

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	41	132	62	222	259	48	136	116	82	49	171	48
Average Queue (ft)	10	55	18	133	85	2	55	45	35	10	80	7
95th Queue (ft)	33	99	43	215	180	21	101	86	63	35	137	30
Link Distance (ft)		148			468			1081	1081		811	
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	200		150	200		150	200			200		150
Storage Blk Time (%)		0	0	2	0	0						0
Queuing Penalty (veh)		0	0	6	2	0						0

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB	
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R	
Maximum Queue (ft)	45	48	77	95	85	33	224	340	54	37	25	17	
Average Queue (ft)	9	9	32	25	28	8	154	27	12	8	2	1	
95th Queue (ft)	32	31	56	62	65	29	228	164	35	27	12	8	
Link Distance (ft)	142			758			811			668			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	200	150		200	150		200	150		200	150		
Storage Blk Time (%)							4						
Queuing Penalty (veh)							5						

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	98	25	43	33	70	51	34	41	76	31	27	19
Average Queue (ft)	40	4	11	8	27	17	8	9	29	5	6	1
95th Queue (ft)	73	17	29	28	52	37	30	31	58	22	23	9
Link Distance (ft)	758			257			968		968	820		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	150		200	150		200	150		200	200	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 107: Innovator Drive & West Entrance Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	15	17
Average Queue (ft)	1	2
95th Queue (ft)	6	9
Link Distance (ft)	820	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Existing Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	42	98	9	148	122	130	127	41	37	65	34	41
Average Queue (ft)	7	31	1	61	41	46	40	8	6	23	5	10
95th Queue (ft)	25	69	6	115	89	90	85	26	24	52	19	29
Link Distance (ft)		542			999			1375	1375			968
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150	200		150	200			150	200	
Storage Blk Time (%)				0	0	0						
Queuing Penalty (veh)				0	0	0						

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	59	30
Average Queue (ft)	13	5
95th Queue (ft)	40	22
Link Distance (ft)	968	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 197

Appendix C

Queue Length Report for Cumulative (2040) Conditions

SimTraffic Simulation Summary
 Cumulative 2040 AM

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	88247	88542	89194	88736	86414	87980	88802
Vehs Exited	87716	88050	88429	88053	85861	87501	88155
Starting Vehs	1775	1763	1731	1671	1704	1753	1714
Ending Vehs	2306	2255	2496	2354	2257	2232	2361
Denied Entry Before	279	330	280	198	332	313	214
Denied Entry After	6925	7250	6184	6577	9052	7430	6456
Travel Distance (mi)	44098	44190	44531	44232	42829	43866	44170
Travel Time (hr)	9587.7	10059.2	9186.2	9164.3	11484.7	9510.3	9209.8
Total Delay (hr)	8246.3	8713.8	7830.7	7816.6	10180.4	8173.1	7862.4
Total Stops	138912	141197	141187	137392	132051	136998	140145
Fuel Used (gal)	3682.7	3799.9	3608.4	3596.2	4072.9	3663.6	3604.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	89074	88158	88990	88418
Vehs Exited	88398	87314	88364	87787
Starting Vehs	1770	1728	1696	1720
Ending Vehs	2446	2572	2322	2353
Denied Entry Before	223	199	266	260
Denied Entry After	6194	7519	6476	6996
Travel Distance (mi)	44353	43385	44519	44017
Travel Time (hr)	9109.0	9855.0	9235.6	9640.2
Total Delay (hr)	7758.5	8528.8	7879.1	8299.0
Total Stops	139637	134016	139468	138101
Fuel Used (gal)	3590.7	3724.5	3623.1	3696.6

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

SimTraffic Simulation Summary
 Cumulative 2040 AM

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	12659	12882	12886	12764	12407	13069	13011
Vehs Exited	12517	12614	12756	12602	12337	12804	12812
Starting Vehs	1775	1763	1731	1671	1704	1753	1714
Ending Vehs	1917	2031	1861	1833	1774	2018	1913
Denied Entry Before	279	330	280	198	332	313	214
Denied Entry After	1050	952	970	885	1402	906	991
Travel Distance (mi)	6305	6396	6360	6404	6186	6508	6397
Travel Time (hr)	634.2	648.0	620.3	579.4	635.5	634.7	625.5
Total Delay (hr)	442.8	453.2	426.4	384.3	447.2	436.8	429.5
Total Stops	18788	19357	18760	17704	17106	19104	18808
Fuel Used (gal)	358.5	365.0	359.2	349.7	355.2	367.6	360.0

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	13098	12897	12884	12859
Vehs Exited	12789	12717	12754	12669
Starting Vehs	1770	1728	1696	1720
Ending Vehs	2079	1908	1826	1912
Denied Entry Before	223	199	266	260
Denied Entry After	867	1068	913	993
Travel Distance (mi)	6490	6355	6430	6383
Travel Time (hr)	610.9	633.3	602.7	622.5
Total Delay (hr)	413.5	438.9	406.7	427.9
Total Stops	19082	18823	18322	18588
Fuel Used (gal)	360.8	361.4	355.9	359.3

SimTraffic Simulation Summary
 Cumulative 2040 AM

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	12736	12558	12873	12746	12538	12712	12840
Vehs Exited	12532	12481	12702	12508	12169	12738	12615
Starting Vehs	1917	2031	1861	1833	1774	2018	1913
Ending Vehs	2121	2108	2032	2071	2143	1992	2138
Denied Entry Before	1050	952	970	885	1402	906	991
Denied Entry After	1934	2044	1623	1737	2571	1808	1682
Travel Distance (mi)	6334	6326	6431	6281	6097	6393	6368
Travel Time (hr)	873.7	904.7	825.8	809.0	976.6	845.1	845.6
Total Delay (hr)	680.9	712.9	629.9	617.5	791.1	649.9	651.5
Total Stops	19396	19997	19550	18908	18492	19104	19494
Fuel Used (gal)	413.7	421.9	407.6	398.7	429.0	410.5	409.1

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	12766	12606	12847	12720
Vehs Exited	12670	12570	12524	12547
Starting Vehs	2079	1908	1826	1912
Ending Vehs	2175	1944	2149	2081
Denied Entry Before	867	1068	913	993
Denied Entry After	1682	1946	1706	1871
Travel Distance (mi)	6412	6336	6397	6337
Travel Time (hr)	844.8	869.8	819.8	861.5
Total Delay (hr)	650.1	676.2	624.6	668.5
Total Stops	19976	19012	19175	19307
Fuel Used (gal)	411.9	415.9	404.6	412.3

SimTraffic Simulation Summary
 Cumulative 2040 AM

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	12693	12676	12846	12553	12243	12976	12593
Vehs Exited	12630	12497	12629	12410	12281	12671	12460
Starting Vehs	2121	2108	2032	2071	2143	1992	2138
Ending Vehs	2184	2287	2249	2214	2105	2297	2271
Denied Entry Before	1934	2044	1623	1737	2571	1808	1682
Denied Entry After	2849	2992	2591	2676	3917	2547	2484
Travel Distance (mi)	6365	6295	6457	6288	6128	6374	6293
Travel Time (hr)	1132.8	1173.1	1084.9	1073.4	1319.9	1081.5	1061.8
Total Delay (hr)	939.1	981.3	889.0	882.0	1133.5	887.0	870.7
Total Stops	20095	20415	21070	20066	19290	20106	19809
Fuel Used (gal)	473.6	482.1	465.9	459.4	508.6	465.3	456.6

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	12713	12674	12800	12677
Vehs Exited	12720	12418	12753	12546
Starting Vehs	2175	1944	2149	2081
Ending Vehs	2168	2200	2196	2207
Denied Entry Before	1682	1946	1706	1871
Denied Entry After	2578	2885	2603	2806
Travel Distance (mi)	6340	6278	6412	6323
Travel Time (hr)	1065.4	1117.2	1071.8	1118.2
Total Delay (hr)	872.2	925.6	876.4	925.7
Total Stops	19834	19452	20390	20052
Fuel Used (gal)	459.6	469.6	462.4	470.3

SimTraffic Simulation Summary
 Cumulative 2040 AM

Interval #4 Information Recording

Start Time 7:45
 End Time 8:45
 Total Time (min) 60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	50159	50426	50589	50673	49226	49223	50358
Vehs Exited	50037	50458	50342	50533	49074	49288	50268
Starting Vehs	2184	2287	2249	2214	2105	2297	2271
Ending Vehs	2306	2255	2496	2354	2257	2232	2361
Denied Entry Before	2849	2992	2591	2676	3917	2547	2484
Denied Entry After	6925	7250	6184	6577	9052	7430	6456
Travel Distance (mi)	25094	25173	25283	25260	24419	24590	25112
Travel Time (hr)	6947.1	7333.3	6655.2	6702.5	8552.6	6949.1	6676.8
Total Delay (hr)	6183.5	6566.5	5885.4	5932.8	7808.6	6199.4	5910.7
Total Stops	80633	81428	81807	80714	77163	78684	82034
Fuel Used (gal)	2436.9	2530.9	2375.8	2388.4	2780.1	2420.1	2378.3

Interval #4 Information Recording

Start Time 7:45
 End Time 8:45
 Total Time (min) 60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	50497	49981	50459	50159
Vehs Exited	50219	49609	50333	50014
Starting Vehs	2168	2200	2196	2207
Ending Vehs	2446	2572	2322	2353
Denied Entry Before	2578	2885	2603	2806
Denied Entry After	6194	7519	6476	6996
Travel Distance (mi)	25112	24416	25280	24974
Travel Time (hr)	6587.9	7234.7	6741.3	7038.0
Total Delay (hr)	5822.7	6488.1	5971.4	6276.9
Total Stops	80745	76729	81581	80152
Fuel Used (gal)	2358.4	2477.6	2400.3	2454.7

SimTraffic Performance Report
 Cumulative 2040 AM

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.9	0.3	0.0	0.0	0.0	0.6	1.8
Denied Del/Veh (s)	20.4	16.9	0.0	0.0	2.8	1.1	1.3
Total Delay (hr)	23.6	0.2	1.4	0.1	0.1	0.8	26.2
Total Del/Veh (s)	523.6	15.3	2.0	2.1	6.8	1.6	19.8
Vehicles Entered	155	54	2607	94	57	1765	4732
Vehicles Exited	148	54	2606	94	57	1763	4722
Hourly Exit Rate	85	31	1489	54	33	1007	2698
Input Volume	90	29	1583	56	34	1013	2805
% of Volume	94	106	94	96	96	99	96
Denied Entry Before	0	0	0	0	0	1	1
Denied Entry After	2	1	0	0	0	1	4

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	5.7	148.7	32.1
Denied Del/Veh (s)	0.9	0.9	3.4	0.9	0.2	4.0	0.0	0.0	0.0	190.9	192.9	195.7
Total Delay (hr)	3.5	1.0	2.4	0.2	2.5	0.0	4.4	7.1	0.2	2.4	43.0	5.5
Total Del/Veh (s)	36.6	38.2	21.0	49.2	49.7	5.2	73.1	27.8	8.9	85.1	58.8	35.2
Vehicles Entered	339	95	417	18	176	25	213	912	64	101	2612	555
Vehicles Exited	336	96	417	17	176	25	216	915	65	101	2609	555
Hourly Exit Rate	192	55	238	10	101	14	123	523	37	58	1491	317
Input Volume	189	55	234	11	100	15	155	617	49	62	1591	339
% of Volume	102	100	102	88	101	95	80	85	76	93	94	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	8	2
Denied Entry After	0	0	0	0	0	0	0	0	0	6	162	36

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	187.0
Denied Del/Veh (s)	117.5
Total Delay (hr)	72.3
Total Del/Veh (s)	46.7
Vehicles Entered	5527
Vehicles Exited	5528
Hourly Exit Rate	3159
Input Volume	3417
% of Volume	92
Denied Entry Before	10
Denied Entry After	204

SimTraffic Performance Report
 Cumulative 2040 AM

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.3	0.4	0.0	0.0	0.0	0.3	0.0	0.2	110.0	47.3	4.1
Denied Del/Veh (s)	3.0	1.0	2.8	0.0	0.0	0.0	3.2	0.3	3.2	289.8	284.8	280.1
Total Delay (hr)	9.5	12.4	2.3	1.3	15.4	0.3	4.3	5.5	0.4	56.5	6.3	0.1
Total Del/Veh (s)	78.7	40.2	15.9	51.8	33.4	4.6	48.5	43.8	4.6	166.2	42.4	6.9
Vehicles Entered	431	1108	512	88	1652	217	314	449	280	1204	531	46
Vehicles Exited	429	1106	512	88	1650	216	314	449	280	1179	530	45
Hourly Exit Rate	245	632	293	50	943	123	179	257	160	674	303	26
Input Volume	245	633	290	54	1008	135	178	252	156	774	344	31
% of Volume	100	100	101	93	94	91	101	102	103	87	88	83
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	162	67	7

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	163.1
Denied Del/Veh (s)	83.0
Total Delay (hr)	114.3
Total Del/Veh (s)	59.7
Vehicles Entered	6832
Vehicles Exited	6798
Hourly Exit Rate	3885
Input Volume	4100
% of Volume	95
Denied Entry Before	0
Denied Entry After	236

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	58.2	22.0	80.3
Denied Del/Veh (s)	0.0	0.0	0.0	132.7	131.0	48.4
Total Delay (hr)	19.1	3.6	2.3	38.8	4.5	68.2
Total Del/Veh (s)	52.6	9.1	7.6	92.5	28.1	41.8
Vehicles Entered	1307	1415	1062	1500	576	5860
Vehicles Exited	1296	1416	1060	1467	572	5811
Hourly Exit Rate	741	809	606	838	327	3321
Input Volume	818	865	640	902	350	3575
% of Volume	91	94	95	93	93	93
Denied Entry Before	0	0	0	1	0	1
Denied Entry After	0	0	0	79	30	109

SimTraffic Performance Report
 Cumulative 2040 AM

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.4	0.5
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.7	0.2
Total Delay (hr)	98.4	9.9	3.7	4.1	5.9	122.1
Total Del/Veh (s)	145.2	97.2	7.1	25.0	10.9	60.6
Vehicles Entered	2399	364	1884	592	1950	7189
Vehicles Exited	2374	360	1886	592	1948	7160
Hourly Exit Rate	1357	206	1078	338	1113	4091
Input Volume	1491	229	1161	344	1100	4325
% of Volume	91	90	93	98	101	95
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	2.3	2.6	0.9	143.2	121.4	79.6	0.1	0.0	0.3	0.0	0.0	0.2
Denied Del/Veh (s)	5.5	4.0	5.2	450.6	430.6	444.2	1.0	0.1	1.2	0.6	0.1	0.7
Total Delay (hr)	26.5	40.5	6.3	22.7	5.0	2.1	7.2	8.4	10.7	2.2	16.2	3.8
Total Del/Veh (s)	64.4	61.3	35.8	85.0	21.0	13.9	70.3	42.8	41.7	60.8	47.3	14.6
Vehicles Entered	1468	2360	627	953	851	535	360	701	914	124	1218	934
Vehicles Exited	1461	2352	627	947	852	536	363	704	918	126	1226	935
Hourly Exit Rate	835	1344	358	541	487	306	207	402	525	72	701	534
Input Volume	832	1360	354	661	593	368	224	439	567	71	700	537
% of Volume	100	99	101	82	82	83	93	92	93	101	100	99
Denied Entry Before	1	1	0	0	1	0	0	0	0	0	0	0
Denied Entry After	1	0	0	191	164	110	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	350.6
Denied Del/Veh (s)	109.7
Total Delay (hr)	151.6
Total Del/Veh (s)	48.9
Vehicles Entered	11045
Vehicles Exited	11047
Hourly Exit Rate	6313
Input Volume	6706
% of Volume	94
Denied Entry Before	3
Denied Entry After	466

SimTraffic Performance Report
 Cumulative 2040 AM

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	262.6	290.4	53.4	0.0	0.0	0.0	0.2	0.0	0.0	288.0	43.3	37.2
Denied Del/Veh (s)	636.2	629.0	634.6	0.0	0.0	0.0	3.8	0.5	0.2	830.8	816.3	837.0
Total Delay (hr)	24.1	3.6	0.2	4.8	38.4	2.0	2.7	0.4	0.6	31.6	2.4	0.4
Total Del/Veh (s)	71.9	9.7	2.6	58.6	53.5	28.4	47.3	51.0	12.4	120.8	59.2	10.9
Vehicles Entered	1192	1343	246	289	2560	248	199	31	175	923	141	118
Vehicles Exited	1193	1342	246	290	2547	247	200	31	175	921	141	118
Hourly Exit Rate	682	767	141	166	1455	141	114	18	100	526	81	67
Input Volume	844	936	169	178	1568	156	114	16	101	706	108	91
% of Volume	81	82	83	93	93	90	100	111	99	75	75	74
Denied Entry Before	17	21	4	0	0	0	0	0	0	13	2	2
Denied Entry After	294	319	57	0	0	0	0	0	0	325	50	42

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	975.2
Denied Del/Veh (s)	410.5
Total Delay (hr)	111.1
Total Del/Veh (s)	53.1
Vehicles Entered	7465
Vehicles Exited	7451
Hourly Exit Rate	4258
Input Volume	4987
% of Volume	85
Denied Entry Before	59
Denied Entry After	1087

8: Del Paso Rd & Via Ingoglia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0
Total Delay (hr)	1.5	1.2	0.3	3.5	6.4
Total Del/Veh (s)	2.2	1.3	2.2	29.0	3.5
Vehicles Entered	2438	3212	431	427	6508
Vehicles Exited	2443	3213	432	427	6515
Hourly Exit Rate	1396	1836	247	244	3723
Input Volume	1743	1996	267	240	4246
% of Volume	80	92	92	102	88
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	1.0	10.1	0.9	0.0	0.0	0.0	0.0	0.0	12.0
Denied Del/Veh (s)	14.8	14.5	12.5	0.1	0.0	0.1	0.2	0.4	5.8
Total Delay (hr)	12.0	2.3	0.1	4.3	1.7	0.1	1.2	5.8	27.6
Total Del/Veh (s)	183.2	3.3	2.0	54.3	1.8	1.8	19.8	64.0	13.4
Vehicles Entered	232	2498	266	279	3320	259	222	325	7401
Vehicles Exited	228	2498	266	278	3319	259	221	324	7393
Hourly Exit Rate	130	1427	152	159	1897	148	126	185	4225
Input Volume	154	1695	181	183	2077	162	127	186	4765
% of Volume	85	84	84	87	91	91	99	100	89
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	5	0	0	0	0	0	0	5

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.1	0.1	49.8	37.0	13.8	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.2	0.2	2.2	202.5	186.5	199.1	0.0	0.0	0.0
Total Delay (hr)	5.3	12.4	8.8	3.6	23.6	0.5	92.5	13.9	0.7	8.2	22.3	9.5
Total Del/Veh (s)	50.6	33.5	30.9	52.6	39.8	11.4	394.6	74.3	11.4	65.4	46.4	38.5
Vehicles Entered	370	1324	1021	242	2114	156	822	666	232	442	1719	882
Vehicles Exited	371	1328	1020	241	2112	156	783	663	231	442	1716	881
Hourly Exit Rate	212	759	583	138	1207	89	447	379	132	253	981	503
Input Volume	250	891	681	138	1213	87	630	484	172	266	1038	532
% of Volume	85	85	86	100	99	102	71	78	77	95	94	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	64	48	17	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	101.0
Denied Del/Veh (s)	35.9
Total Delay (hr)	201.3
Total Del/Veh (s)	71.8
Vehicles Entered	9990
Vehicles Exited	9944
Hourly Exit Rate	5682
Input Volume	6382
% of Volume	89
Denied Entry Before	0
Denied Entry After	129

SimTraffic Performance Report
 Cumulative 2040 AM

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	4.0	0.2	0.7	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.6	0.1	0.3	0.5	8.9	1.4	1.3	8.3	0.1	21.7
Total Del/Veh (s)	23.2	7.8	20.2	21.6	10.1	25.9	15.2	23.1	25.1	11.5	7.8	14.2
Vehicles Entered	33	43	111	10	109	66	2096	224	178	2590	33	5493
Vehicles Exited	32	43	110	10	109	66	2090	223	178	2576	33	5470
Hourly Exit Rate	18	25	63	6	62	38	1194	127	102	1472	19	3126
Input Volume	20	25	65	5	58	41	1354	140	114	1581	20	3423
% of Volume	91	98	97	114	107	92	88	91	89	93	94	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2
Denied Del/Veh (s)	2.0	0.8	1.0	0.1	0.1	0.1	1.0	0.1	1.1	1.6	0.6	1.6
Total Delay (hr)	4.9	0.0	3.0	0.5	0.0	0.2	1.8	5.8	0.1	0.4	13.6	1.5
Total Del/Veh (s)	26.5	29.3	17.5	33.4	54.6	10.9	35.9	12.4	3.7	38.6	23.1	12.5
Vehicles Entered	659	1	620	56	1	61	175	1669	54	39	2111	426
Vehicles Exited	655	1	615	56	1	60	174	1670	54	39	2110	426
Hourly Exit Rate	374	1	351	32	1	34	99	954	31	22	1206	243
Input Volume	378	1	352	33	1	35	119	1122	34	24	1268	255
% of Volume	99	57	100	97	57	98	84	85	91	93	95	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	1	0	0	0	0	0	0	0	3	1

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	31.8
Total Del/Veh (s)	19.4
Vehicles Entered	5872
Vehicles Exited	5861
Hourly Exit Rate	3349
Input Volume	3622
% of Volume	92
Denied Entry Before	0
Denied Entry After	5

SimTraffic Performance Report
 Cumulative 2040 AM

13: East Commerce Way & Centene North/Bella Rose Driveway Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	6.1	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	1.5	0.6	0.0	3.0	2.3	0.0	0.1	5.1	0.4	13.0
Total Del/Veh (s)	50.0	12.5	7.6	32.8	4.7	4.4	12.2	7.4	5.5	9.1
Vehicles Entered	106	178	14	326	1743	4	19	2492	269	5151
Vehicles Exited	107	177	14	327	1750	4	19	2486	269	5153
Hourly Exit Rate	61	101	8	187	1000	2	11	1421	154	2945
Input Volume	65	97	8	231	1248	3	11	1480	162	3305
% of Volume	94	104	100	81	80	76	99	96	95	89
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	1	0	0	0	0	0	0	0	2

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	2.7	0.0
Denied Del/Veh (s)	4.1	0.6	0.4	0.1	0.1	0.1	0.0	0.0	0.0	5.8	4.3	2.7
Total Delay (hr)	1.2	0.0	0.0	1.3	0.1	0.3	0.3	8.3	0.0	3.0	15.5	0.1
Total Del/Veh (s)	58.3	65.8	18.9	96.9	52.8	11.1	73.9	12.3	4.0	61.1	24.7	11.8
Vehicles Entered	74	1	5	48	6	86	14	2420	5	176	2258	16
Vehicles Exited	73	1	5	47	6	86	14	2426	5	172	2237	16
Hourly Exit Rate	42	1	3	27	3	49	8	1386	3	98	1278	9
Input Volume	45	1	2	31	4	49	10	1763	3	108	1317	10
% of Volume	93	57	143	87	86	100	80	79	95	91	97	91
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	10	0

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	3.1
Denied Del/Veh (s)	2.2
Total Delay (hr)	30.1
Total Del/Veh (s)	21.2
Vehicles Entered	5109
Vehicles Exited	5088
Hourly Exit Rate	2907
Input Volume	3343
% of Volume	87
Denied Entry Before	0
Denied Entry After	11

SimTraffic Performance Report
 Cumulative 2040 AM

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	5.2	0.1	14.0	0.0	0.0	0.0	8.5	156.1	23.6
Denied Del/Veh (s)	0.1	0.1	0.1	123.2	166.3	116.7	0.0	0.0	0.0	270.6	240.9	243.9
Total Delay (hr)	1.4	0.1	0.4	5.9	0.0	2.7	6.4	5.5	0.0	6.2	64.5	2.5
Total Del/Veh (s)	49.1	50.6	20.9	141.9	53.8	23.2	34.5	9.0	3.9	218.3	110.3	28.1
Vehicles Entered	104	5	69	148	2	414	666	2184	38	101	2086	312
Vehicles Exited	104	5	68	146	2	414	663	2182	38	97	2047	312
Hourly Exit Rate	59	3	39	83	1	237	379	1247	22	55	1170	178
Input Volume	58	3	39	88	2	247	510	1672	26	65	1364	212
% of Volume	102	95	100	95	57	96	74	75	84	85	86	84
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	4	0	17	0	0	0	12	246	37

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	All
Denied Delay (hr)	207.5
Denied Del/Veh (s)	115.9
Total Delay (hr)	95.5
Total Del/Veh (s)	55.7
Vehicles Entered	6129
Vehicles Exited	6078
Hourly Exit Rate	3473
Input Volume	4286
% of Volume	81
Denied Entry Before	0
Denied Entry After	316

SimTraffic Performance Report
 Cumulative 2040 AM

16: Truxel Road & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.2	0.1	0.1	3.9	0.5	3.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	1.1	1.8	0.1	1.1	7.2	49.1	0.1	1.8	19.8	0.1
Total Del/Veh (s)	97.7	48.5	12.3	37.6	30.3	23.1	177.5	89.4	5.1	56.8	24.8	11.8
Vehicles Entered	12	10	306	166	10	166	144	1964	77	112	2846	18
Vehicles Exited	12	9	307	166	10	166	140	1941	76	112	2852	18
Hourly Exit Rate	7	5	175	95	6	95	80	1109	43	64	1630	10
Input Volume	8	5	177	98	5	93	111	1385	50	73	1774	10
% of Volume	86	103	99	97	114	102	72	80	87	88	92	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

16: Truxel Road & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.2
Total Delay (hr)	82.5
Total Del/Veh (s)	50.5
Vehicles Entered	5831
Vehicles Exited	5809
Hourly Exit Rate	3319
Input Volume	3789
% of Volume	88
Denied Entry Before	0
Denied Entry After	0

SimTraffic Performance Report
 Cumulative 2040 AM

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	3.8	88.3	0.8	0.0	0.3	0.0
Denied Del/Veh (s)	4.2	2.5	0.7	0.2	0.1	0.1	142.7	145.1	123.2	1.3	0.2	0.5
Total Delay (hr)	4.0	0.0	0.9	3.2	0.1	0.4	6.6	51.2	0.0	0.8	36.3	1.6
Total Del/Veh (s)	131.7	54.2	22.3	62.7	52.6	19.1	263.7	90.6	7.1	88.1	29.0	27.2
Vehicles Entered	109	3	146	182	8	80	88	2025	23	34	4483	214
Vehicles Exited	108	3	146	181	8	80	84	1996	23	34	4468	215
Hourly Exit Rate	62	2	83	103	5	46	48	1141	13	19	2553	123
Input Volume	64	2	82	107	4	44	65	1438	16	19	2697	130
% of Volume	96	86	102	97	114	104	74	79	82	102	95	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	8	165	1	0	1	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	93.4
Denied Del/Veh (s)	44.4
Total Delay (hr)	105.3
Total Del/Veh (s)	51.0
Vehicles Entered	7395
Vehicles Exited	7346
Hourly Exit Rate	4198
Input Volume	4668
% of Volume	90
Denied Entry Before	0
Denied Entry After	175

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	2.3	1.8	1.7	0.3	6.0
Total Del/Veh (s)	8.1	5.9	8.2	4.1	7.0
Vehicles Entered	1033	1072	726	242	3073
Vehicles Exited	1033	1074	725	242	3074
Hourly Exit Rate	590	614	414	138	1757
Input Volume	595	740	424	137	1896
% of Volume	99	83	98	101	93
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	200.2	988.2	1188.4
Denied Del/Veh (s)	0.0	0.0	1012.2	1021.1	578.6
Total Delay (hr)	4.9	4.6	5.4	59.3	74.2
Total Del/Veh (s)	12.0	9.5	39.1	87.8	43.6
Vehicles Entered	1463	1735	489	2391	6078
Vehicles Exited	1460	1735	490	2393	6078
Hourly Exit Rate	834	991	280	1367	3473
Input Volume	845	1134	399	1985	4363
% of Volume	99	87	70	69	80
Denied Entry Before	0	0	12	54	66
Denied Entry After	0	0	223	1093	1316

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	550.2	446.3	185.4	0.0	0.0	0.1	0.0	0.0	0.0	84.0	31.7	89.5
Denied Del/Veh (s)	997.8	983.3	991.7	0.2	0.0	0.3	0.0	0.0	0.0	292.7	276.1	298.2
Total Delay (hr)	57.5	7.6	0.5	2.7	6.0	10.2	33.9	9.5	0.6	80.3	6.7	7.0
Total Del/Veh (s)	145.9	23.7	3.8	57.9	45.4	40.3	177.1	56.9	14.6	301.0	64.1	25.8
Vehicles Entered	1385	1146	474	165	471	899	678	600	151	932	373	974
Vehicles Exited	1389	1146	474	164	472	902	666	597	149	907	372	978
Hourly Exit Rate	794	655	271	94	270	515	381	341	85	518	213	559
Input Volume	1313	1075	444	94	277	532	414	363	89	687	264	691
% of Volume	60	61	61	100	97	97	92	94	96	75	81	81
Denied Entry Before	23	19	6	0	0	0	0	0	0	0	0	0
Denied Entry After	600	488	199	0	0	0	0	0	0	101	40	106

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1387.1
Denied Del/Veh (s)	510.5
Total Delay (hr)	222.5
Total Del/Veh (s)	95.8
Vehicles Entered	8248
Vehicles Exited	8216
Hourly Exit Rate	4695
Input Volume	6243
% of Volume	75
Denied Entry Before	48
Denied Entry After	1534

SimTraffic Performance Report
 Cumulative 2040 AM

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.8
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.2	0.3	10.3	15.7	11.1
Total Delay (hr)	5.7	10.9	0.3	0.6	12.7	2.3	1.0	0.1	0.1	1.8	0.1	1.0
Total Del/Veh (s)	46.3	24.2	6.5	37.4	41.3	23.2	30.6	33.6	10.5	38.7	36.0	14.6
Vehicles Entered	436	1610	154	57	1099	351	114	6	39	169	8	250
Vehicles Exited	429	1596	154	56	1096	350	114	6	38	165	8	248
Hourly Exit Rate	245	912	88	32	626	200	65	3	22	94	5	142
Input Volume	375	1346	130	34	647	205	66	3	18	96	5	148
% of Volume	65	68	68	94	97	98	99	114	121	98	91	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	4	0	6

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	All
Denied Delay (hr)	1.5
Denied Del/Veh (s)	1.2
Total Delay (hr)	36.5
Total Del/Veh (s)	30.4
Vehicles Entered	4293
Vehicles Exited	4260
Hourly Exit Rate	2434
Input Volume	3073
% of Volume	79
Denied Entry Before	0
Denied Entry After	10

SimTraffic Performance Report
 Cumulative 2040 AM

22: Innovator Road/Innovator Drive & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0	0.2	0.7	0.2	0.1	0.1	0.1	0.1
Total Delay (hr)	1.7	15.1	0.9	1.3	4.4	0.0	10.4	0.1	0.9	0.6	0.2	0.0
Total Del/Veh (s)	69.1	41.7	8.9	40.0	20.5	7.0	50.8	47.6	18.6	54.4	48.2	9.2
Vehicles Entered	86	1301	364	112	760	6	733	7	174	39	15	13
Vehicles Exited	83	1272	363	112	761	6	732	7	172	38	15	13
Hourly Exit Rate	47	727	207	64	435	3	418	4	98	22	9	7
Input Volume	72	1049	300	69	449	3	430	4	99	23	9	7
% of Volume	66	69	69	93	97	114	97	100	99	94	95	106
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

22: Innovator Road/Innovator Drive & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.2
Total Delay (hr)	35.6
Total Del/Veh (s)	35.3
Vehicles Entered	3610
Vehicles Exited	3574
Hourly Exit Rate	2042
Input Volume	2514
% of Volume	81
Denied Entry Before	0
Denied Entry After	0

SimTraffic Performance Report
 Cumulative 2040 AM

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	35.7	7.5	1.3	4.1	6.2	0.4	4.2	19.3	1.5	6.3	37.7	0.5
Total Del/Veh (s)	218.7	44.5	19.7	46.9	40.4	13.8	81.0	46.8	21.8	57.9	31.2	21.5
Vehicles Entered	579	597	239	311	548	116	186	1469	242	385	4321	88
Vehicles Exited	537	594	240	311	547	115	184	1468	245	387	4320	88
Hourly Exit Rate	307	339	137	178	313	66	105	839	140	221	2469	50
Input Volume	469	462	187	178	316	62	118	881	147	235	2599	52
% of Volume	65	73	73	100	99	106	89	95	95	94	95	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.0
Total Delay (hr)	124.7
Total Del/Veh (s)	49.0
Vehicles Entered	9081
Vehicles Exited	9036
Hourly Exit Rate	5163
Input Volume	5706
% of Volume	90
Denied Entry Before	0
Denied Entry After	0

SimTraffic Performance Report
 Cumulative 2040 AM

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.1	3.0	0.3	3.1	2.8	0.3	2.8
Total Delay (hr)	2.7	4.1	0.2	1.2	0.9	0.1	0.3	3.8	1.4	1.3	5.4	0.6
Total Del/Veh (s)	36.0	19.2	6.4	30.5	20.6	5.6	33.3	23.7	8.3	31.6	19.0	5.9
Vehicles Entered	269	765	111	140	157	52	27	580	628	152	1012	386
Vehicles Exited	269	766	111	139	157	52	28	578	628	153	1013	385
Hourly Exit Rate	154	438	63	79	90	30	16	330	359	87	579	220
Input Volume	191	520	73	78	89	31	15	327	356	90	579	215
% of Volume	80	84	87	102	101	96	107	101	101	97	100	102
Denied Entry Before	0	0	0	0	0	0	0	0	1	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	1.1
Total Delay (hr)	22.1
Total Del/Veh (s)	18.5
Vehicles Entered	4279
Vehicles Exited	4279
Hourly Exit Rate	2445
Input Volume	2564
% of Volume	95
Denied Entry Before	1
Denied Entry After	0

SimTraffic Performance Report
 Cumulative 2040 AM

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	9.0	111.9	9.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.6	0.4	0.2	0.0	0.0	0.0	103.8	106.3	107.1
Total Delay (hr)	2.9	2.5	3.4	25.5	2.4	0.3	8.1	18.0	5.6	11.3	155.1	2.7
Total Del/Veh (s)	70.9	60.2	33.5	61.5	37.3	11.6	57.8	25.9	8.9	132.8	152.6	33.6
Vehicles Entered	147	152	363	1482	228	101	498	2474	2245	296	3583	288
Vehicles Exited	146	150	360	1466	225	101	500	2497	2249	299	3555	286
Hourly Exit Rate	83	86	206	838	129	58	286	1427	1285	171	2031	163
Input Volume	88	89	206	855	133	54	284	1422	1262	176	2171	175
% of Volume	95	96	100	98	97	107	101	100	102	97	94	93
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	17	209	16

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	130.3
Denied Del/Veh (s)	38.8
Total Delay (hr)	237.8
Total Del/Veh (s)	71.3
Vehicles Entered	11857
Vehicles Exited	11834
Hourly Exit Rate	6762
Input Volume	6915
% of Volume	98
Denied Entry Before	0
Denied Entry After	242

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.3	0.6	0.0	0.0	0.9
Denied Del/Veh (s)	2.0	1.5	0.0	0.0	0.4
Total Delay (hr)	3.0	11.7	11.9	6.0	32.6
Total Del/Veh (s)	20.6	26.8	11.8	7.0	13.3
Vehicles Entered	517	1550	3636	3087	8790
Vehicles Exited	518	1548	3636	3087	8789
Hourly Exit Rate	296	885	2078	1764	5022
Input Volume	301	883	2066	1863	5113
% of Volume	98	100	101	95	98
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1
Total Delay (hr)	11.7	0.5	4.9	6.8	23.8
Total Del/Veh (s)	18.2	6.5	10.5	11.1	13.3
Vehicles Entered	2290	265	1671	2197	6423
Vehicles Exited	2290	266	1672	2198	6426
Hourly Exit Rate	1309	152	955	1256	3672
Input Volume	1314	147	954	1284	3699
% of Volume	100	103	100	98	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	300.8	576.2	0.0	0.0	877.0
Denied Del/Veh (s)	1224.8	1214.5	0.0	0.0	429.6
Total Delay (hr)	3.4	4.7	5.9	2.8	16.8
Total Del/Veh (s)	21.4	15.4	8.3	4.7	9.4
Vehicles Entered	566	1089	2569	2187	6411
Vehicles Exited	566	1090	2571	2189	6416
Hourly Exit Rate	323	623	1469	1251	3666
Input Volume	486	944	1466	1241	4137
% of Volume	67	66	100	101	89
Denied Entry Before	24	46	0	0	70
Denied Entry After	318	619	0	0	937

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.6	3.2	5.2	14.0
Total Del/Veh (s)	16.9	6.3	8.6	9.7
Vehicles Entered	1189	1827	2151	5167
Vehicles Exited	1188	1827	2152	5167
Hourly Exit Rate	679	1044	1230	2953
Input Volume	678	1042	1217	2937
% of Volume	100	100	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

81: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	1.8	10.7	0.4	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	4.1	0.1	0.1	21.6	20.1	16.5	0.0	0.0	0.0
Total Delay (hr)	1.9	0.2	2.2	0.2	0.1	0.0	11.8	21.0	0.1	1.2	53.1	3.6
Total Del/Veh (s)	81.9	23.0	13.6	78.2	26.2	8.0	142.9	41.0	4.5	85.1	59.4	36.8
Vehicles Entered	81	26	583	9	10	9	293	1841	76	48	3209	349
Vehicles Exited	80	26	586	9	10	9	288	1821	76	48	3180	349
Hourly Exit Rate	46	15	335	5	6	5	165	1041	43	27	1817	199
Input Volume	55	16	375	6	6	5	169	1086	46	29	1970	209
% of Volume	83	93	89	86	95	103	97	96	94	95	92	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	10	67	2	0	0	0

81: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	12.9
Denied Del/Veh (s)	7.0
Total Delay (hr)	95.2
Total Del/Veh (s)	52.3
Vehicles Entered	6534
Vehicles Exited	6482
Hourly Exit Rate	3704
Input Volume	3972
% of Volume	93
Denied Entry Before	0
Denied Entry After	79

SimTraffic Performance Report
 Cumulative 2040 AM

86: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.7	0.5	0.0	0.0	0.0	4.3	1.1	1.5	0.0	0.0	0.0
Total Delay (hr)	0.7	1.6	0.3	0.6	0.7	0.7	0.1	2.3	0.1	1.1	0.5	0.1
Total Del/Veh (s)	16.3	17.1	13.2	11.7	12.1	9.9	8.4	18.1	14.7	13.3	10.0	5.6
Vehicles Entered	147	344	79	189	211	248	24	463	32	290	174	38
Vehicles Exited	147	343	79	188	211	247	23	463	32	290	174	38
Hourly Exit Rate	84	196	45	107	121	141	13	265	18	166	99	22
Input Volume	84	192	41	114	123	147	14	268	19	221	136	29
% of Volume	100	102	110	94	98	96	94	99	96	75	73	75
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	1	0	0	0	0

86: Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.5
Total Delay (hr)	8.7
Total Del/Veh (s)	14.0
Vehicles Entered	2239
Vehicles Exited	2235
Hourly Exit Rate	1277
Input Volume	1388
% of Volume	92
Denied Entry Before	0
Denied Entry After	1

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	NBT	SBT	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.2	0.1
Total Delay (hr)	4.2	0.4	4.7
Total Del/Veh (s)	4.2	0.7	2.9
Vehicles Entered	3661	2187	5848
Vehicles Exited	3662	2187	5849
Hourly Exit Rate	2093	1250	3342
Input Volume	2410	1241	3651
% of Volume	87	101	92
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.1	0.1	0.2
Denied Del/Veh (s)	0.3	0.5	0.3
Total Delay (hr)	0.4	0.6	1.1
Total Del/Veh (s)	1.3	3.2	2.0
Vehicles Entered	1190	717	1907
Vehicles Exited	1189	718	1907
Hourly Exit Rate	679	410	1090
Input Volume	678	411	1089
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1030: Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	16.4	19.7	0.0	36.2
Denied Del/Veh (s)	44.4	52.9	0.0	28.1
Total Delay (hr)	8.5	6.3	0.8	15.5
Total Del/Veh (s)	23.2	17.0	1.4	12.1
Vehicles Entered	1312	1320	1958	4590
Vehicles Exited	1307	1317	1958	4582
Hourly Exit Rate	747	753	1119	2618
Input Volume	818	814	1197	2829
% of Volume	91	92	93	93
Denied Entry Before	0	0	0	0
Denied Entry After	21	24	0	45

1033: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.2	0.0
Total Delay (hr)	5.8	3.9	3.7	13.4
Total Del/Veh (s)	4.9	7.4	15.8	6.9
Vehicles Entered	4252	1878	831	6961
Vehicles Exited	4249	1884	832	6965
Hourly Exit Rate	2428	1077	475	3980
Input Volume	2546	1161	513	4220
% of Volume	95	93	93	94
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

1037: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.2	2.7	4.8
Total Del/Veh (s)	2.3	3.4	2.8
Vehicles Entered	3395	2840	6235
Vehicles Exited	3404	2841	6245
Hourly Exit Rate	1945	1623	3569
Input Volume	1998	1757	3755
% of Volume	97	92	95
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1050: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.1	0.2	0.1
Total Delay (hr)	1.2	1.1	0.6	2.9
Total Del/Veh (s)	1.1	1.7	1.4	1.4
Vehicles Entered	3962	2198	1532	7692
Vehicles Exited	3963	2197	1531	7691
Hourly Exit Rate	2265	1255	875	4395
Input Volume	2268	1284	882	4434
% of Volume	100	98	99	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1055: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.8	3.4	0.8	6.0
Total Del/Veh (s)	1.7	7.0	7.9	3.6
Vehicles Entered	3853	1741	374	5968
Vehicles Exited	3850	1740	374	5964
Hourly Exit Rate	2200	994	214	3408
Input Volume	2830	1137	245	4212
% of Volume	78	87	87	81
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

1060: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.4	1.4	2.5
Total Del/Veh (s)	1.5	1.3	4.5	2.3
Vehicles Entered	1757	1125	1101	3983
Vehicles Exited	1757	1127	1103	3987
Hourly Exit Rate	1004	644	630	2278
Input Volume	1019	777	756	2552
% of Volume	99	83	83	89
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1063: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.1	1.5	2.4
Total Del/Veh (s)	1.9	0.9	2.5	2.1
Vehicles Entered	1531	225	2226	3982
Vehicles Exited	1528	225	2226	3979
Hourly Exit Rate	873	129	1272	2274
Input Volume	882	137	1533	2552
% of Volume	99	94	83	89
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1065: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.3	0.2	0.0	0.2
Total Delay (hr)	1.0	2.3	0.6	3.9
Total Del/Veh (s)	3.6	4.3	1.8	3.3
Vehicles Entered	1032	1886	1316	4234
Vehicles Exited	1033	1885	1316	4234
Hourly Exit Rate	590	1077	752	2419
Input Volume	595	1075	877	2547
% of Volume	99	100	86	95
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

1067: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.5	4.6	4.2	12.3
Total Del/Veh (s)	2.5	5.4	6.5	4.2
Vehicles Entered	5184	3098	2318	10600
Vehicles Exited	5186	3087	2308	10581
Hourly Exit Rate	2963	1764	1319	6046
Input Volume	2949	1863	1388	6200
% of Volume	100	95	95	98
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1070: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.1	0.3	0.9	3.3
Total Del/Veh (s)	2.9	2.1	1.2	2.1
Vehicles Entered	2577	440	2755	5772
Vehicles Exited	2578	440	2756	5774
Hourly Exit Rate	1473	251	1575	3299
Input Volume	1471	249	1727	3447
% of Volume	100	101	91	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1072: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.3	0.2	0.5
Denied Del/Veh (s)	0.0	0.5	0.8	0.3
Total Delay (hr)	1.6	1.4	0.6	3.7
Total Del/Veh (s)	1.9	2.4	2.5	2.2
Vehicles Entered	3017	2151	886	6054
Vehicles Exited	3018	2151	886	6055
Hourly Exit Rate	1725	1229	506	3460
Input Volume	1721	1217	511	3449
% of Volume	100	101	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

SimTraffic Performance Report
 Cumulative 2040 AM

3029: Northgate Boulevard Performance by movement

Movement	EBT	NBT	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Delay (hr)	0.1	0.2	0.7	1.0
Total Del/Veh (s)	0.6	0.3	1.2	0.8
Vehicles Entered	718	1828	2152	4698
Vehicles Exited	719	1827	2151	4697
Hourly Exit Rate	411	1044	1229	2684
Input Volume	411	1042	1217	2670
% of Volume	100	100	101	101
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	2.5	0.2	0.0	2.7
Denied Del/Veh (s)	2.5	2.2	0.0	1.3
Total Delay (hr)	5.9	0.2	1.4	7.6
Total Del/Veh (s)	5.9	2.3	1.4	3.6
Vehicles Entered	3638	355	3605	7598
Vehicles Exited	3636	355	3607	7598
Hourly Exit Rate	2078	203	2061	4342
Input Volume	2066	208	2164	4438
% of Volume	101	98	95	98
Denied Entry Before	1	0	0	1
Denied Entry After	0	0	0	0

Total Network Performance

Denied Delay (hr)	5892.2
Denied Del/Veh (s)	222.3
Total Delay (hr)	2406.7
Total Del/Veh (s)	96.1
Vehicles Entered	88418
Vehicles Exited	87787
Hourly Exit Rate	50164
Input Volume	224309
% of Volume	22
Denied Entry Before	260
Denied Entry After	6996

Queuing and Blocking Report
Cumulative 2040 AM

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	R	T	T	R	L	T
Maximum Queue (ft)	513	326	86	85	9	59	59
Average Queue (ft)	328	63	2	2	0	13	2
95th Queue (ft)	642	340	64	64	7	40	18
Link Distance (ft)	593	593	869	869			885
Upstream Blk Time (%)	10	6	0				
Queuing Penalty (veh)	0	0	0				
Storage Bay Dist (ft)					150	180	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	179	232	194	55	182	41	226	232	192	207	139	200
Average Queue (ft)	62	95	93	4	78	7	106	71	87	100	18	84
95th Queue (ft)	123	164	168	24	143	26	191	170	162	171	72	200
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)	0	1	3		3		5	0		5		3
Queuing Penalty (veh)	0	4	7		1		8	0		3		14

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	430	426	456	200
Average Queue (ft)	330	350	424	176
95th Queue (ft)	456	470	452	262
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)	6	7	53	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)	54		56	1
Queuing Penalty (veh)	33		190	6

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	274	545	534	200	59	263	402	400	56	64	241	177
Average Queue (ft)	190	212	211	111	17	42	210	220	18	21	125	84
95th Queue (ft)	292	452	432	228	46	135	328	330	44	49	205	141
Link Distance (ft)		869	869				703	703				745
Upstream Blk Time (%)		1	1									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)	19	5	19	0			11					
Queuing Penalty (veh)	61	13	55	1			6					

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	173	70	327	370	796	732	88
Average Queue (ft)	82	2	318	359	654	301	12
95th Queue (ft)	138	31	367	419	1014	763	44
Link Distance (ft)	745				739	739	
Upstream Blk Time (%)					51	0	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)		110	285	285			130
Storage Blk Time (%)	4	0	42	65	0	3	
Queuing Penalty (veh)	6	0	73	112	1	1	

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	R	L	L	R
Maximum Queue (ft)	248	255	195	197	28	350	500	786
Average Queue (ft)	187	186	76	80	1	289	386	478
95th Queue (ft)	289	289	145	152	15	436	628	1007
Link Distance (ft)	224	224	1021	1021	1021			735
Upstream Blk Time (%)	16	13						25
Queuing Penalty (veh)	66	53						0
Storage Bay Dist (ft)						200	200	
Storage Blk Time (%)						56	62	1
Queuing Penalty (veh)						198	216	7

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	R	T	T	T	L	L	R	R	R
Maximum Queue (ft)	1051	1055	325	139	149	154	201	373	540	368	331
Average Queue (ft)	944	947	300	52	69	73	57	111	125	138	77
95th Queue (ft)	1249	1252	442	107	125	129	128	232	293	249	222
Link Distance (ft)	1021	1021		153	153	153		736	736		
Upstream Blk Time (%)	9	11		0	0	0		0	0		
Queuing Penalty (veh)	76	92		0	0	0		0	0		
Storage Bay Dist (ft)			210				150			400	400
Storage Blk Time (%)		66					1	3	0	0	0
Queuing Penalty (veh)		152					1	4	2	1	1

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	290	362	434	562	541	565	250	244	248	200	204	222
Average Queue (ft)	198	252	294	347	362	376	205	208	222	77	98	116
95th Queue (ft)	279	353	449	559	566	606	329	279	244	185	202	242
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	2	6	11	23		39	5	19	30	1		4
Queuing Penalty (veh)	7	28	50	194		139	24	38	60	8		16

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	195	199	235	210	286	532	205	81	116	251	270	319
Average Queue (ft)	131	73	113	88	90	218	181	22	40	153	153	154
95th Queue (ft)	265	144	185	150	165	477	242	58	77	223	228	240
Link Distance (ft)				1064	1064	1064				869	869	869
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	6	0	0	0		1	34			0		3
Queuing Penalty (veh)	12	0	0	0		3	50			0		14

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	244	160
Average Queue (ft)	86	69
95th Queue (ft)	185	120
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	195	195
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	0

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	237	259	242	205	223	163	304	544	558	550	195	129
Average Queue (ft)	210	226	120	51	65	21	185	337	352	363	127	20
95th Queue (ft)	227	240	288	135	160	82	337	484	494	498	257	90
Link Distance (ft)								916	916	916		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200				140	250				140	200
Storage Blk Time (%)	31	74	1		1		0	21		49	0	
Queuing Penalty (veh)	97	231	7		2		2	37		77	0	

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	L	T	R
Maximum Queue (ft)	140	61	91	150	444	418	119
Average Queue (ft)	78	13	35	144	415	215	25
95th Queue (ft)	131	40	68	175	427	508	68
Link Distance (ft)		326	326		398	398	
Upstream Blk Time (%)					78	10	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)	200			150			135
Storage Blk Time (%)				6	70	2	0
Queuing Penalty (veh)				20	248	2	0

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	EB	WB	WB	SB
Directions Served	T	T	R	R
Maximum Queue (ft)	8	2	40	314
Average Queue (ft)	0	0	2	101
95th Queue (ft)	6	2	16	213
Link Distance (ft)	916	653		578
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			130	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B3009	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	T	R
Maximum Queue (ft)	298	574	395	254	43	241	252	132	38	39	8	160
Average Queue (ft)	178	134	46	14	5	106	16	4	1	4	0	52
95th Queue (ft)	335	475	269	140	22	209	132	60	16	19	4	105
Link Distance (ft)		653	653	653			553	553	553		406	323
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		2	0									
Storage Bay Dist (ft)	234				140	210				170		
Storage Blk Time (%)	29	0				4	0					
Queuing Penalty (veh)	163	0				27	0					

Intersection: 9: Five Star Way & Del Paso Rd

Movement	SB
Directions Served	R
Maximum Queue (ft)	323
Average Queue (ft)	127
95th Queue (ft)	273
Link Distance (ft)	425
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	B3009	B3009	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	T	T	L	L	T
Maximum Queue (ft)	127	138	144	275	274	469	200	18	178	97	136	343
Average Queue (ft)	43	57	73	141	138	237	177	0	15	34	54	205
95th Queue (ft)	96	109	119	216	215	442	240	13	125	72	99	287
Link Distance (ft)			406	406	406	406		553	553			1330
Upstream Blk Time (%)				0	0	5						
Queuing Penalty (veh)				0	0	21						
Storage Bay Dist (ft)	350	350					150			215	215	
Storage Blk Time (%)						4	30					6
Queuing Penalty (veh)						26	85					8

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R	R	L	L	L
Maximum Queue (ft)	362	383	200	272	315	1384	1371	920	80	83	207	207	280
Average Queue (ft)	212	229	65	270	314	1280	236	119	24	25	94	94	137
95th Queue (ft)	300	329	207	282	323	1654	866	381	56	59	164	164	260
Link Distance (ft)	1330	1330				1356	1356	1356	1356				
Upstream Blk Time (%)						28	1	0					
Queuing Penalty (veh)						84	2	0					
Storage Bay Dist (ft)			140	230	230					150	200	200	
Storage Blk Time (%)		29	0	50	81						0	0	
Queuing Penalty (veh)		25	0	80	130						1	2	

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	472	484	548	200
Average Queue (ft)	213	227	296	173
95th Queue (ft)	380	401	526	255
Link Distance (ft)	777	777	777	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				140
Storage Blk Time (%)	14		19	22
Queuing Penalty (veh)	37		100	77

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	52	46	45	128	83	146	172	476	118	214	244	315
Average Queue (ft)	13	13	4	55	26	58	52	184	48	59	68	110
95th Queue (ft)	38	33	24	97	61	110	119	354	94	139	160	220
Link Distance (ft)		527		286		821	821	821		1064	1064	1064
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)			0	14		0				0		4
Queuing Penalty (veh)			0	5		0				0		1

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	160
Average Queue (ft)	8
95th Queue (ft)	53
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Queuing and Blocking Report
Cumulative 2040 AM

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	224	519	82	23	75	141	161	179	239	86	56	290
Average Queue (ft)	147	129	26	1	23	45	60	70	106	11	15	113
95th Queue (ft)	228	327	60	10	54	97	125	140	192	49	41	230
Link Distance (ft)		1650	541	541	541		533	533	533			821
Upstream Blk Time (%)		0										0
Queuing Penalty (veh)		0										0
Storage Bay Dist (ft)	200					150				175	240	
Storage Blk Time (%)	4	1				0	0		1			1
Queuing Penalty (veh)	13	4				1	0		0			0

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	330	424	175
Average Queue (ft)	116	152	74
95th Queue (ft)	245	312	182
Link Distance (ft)	821	821	
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	1	2	
Storage Bay Dist (ft)			150
Storage Blk Time (%)		7	0
Queuing Penalty (veh)		17	0

Intersection: 13: East Commerce Way & Centene North/Bella Rose Driveway

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	124	115	38	193	166	102	124	67	208	209	253	114
Average Queue (ft)	47	37	7	96	17	13	25	6	37	28	49	18
95th Queue (ft)	96	78	28	176	84	53	78	34	140	130	161	58
Link Distance (ft)		203	305		546	546	546		533	533	533	
Upstream Blk Time (%)		1							1	1	1	
Queuing Penalty (veh)		0							3	4	4	
Storage Bay Dist (ft)	175			175				200				200
Storage Blk Time (%)	0	1		2	0				1		1	0
Queuing Penalty (veh)	0	1		7	0				0		2	0

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	L	T	R	L	T	T	T	R
Maximum Queue (ft)	101	37	62	43	67	35	77	39	245	221	229	18
Average Queue (ft)	39	3	17	5	14	4	28	5	103	96	115	0
95th Queue (ft)	82	19	47	24	46	20	59	21	196	180	193	6
Link Distance (ft)		278	522	522	522	522	522		869	869	869	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100							230				145
Storage Blk Time (%)	1							0			3	
Queuing Penalty (veh)	0							0			0	

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	TR
Maximum Queue (ft)	93	250	413	416	458
Average Queue (ft)	25	70	147	137	179
95th Queue (ft)	67	190	361	356	384
Link Distance (ft)			546	546	546
Upstream Blk Time (%)			2	1	1
Queuing Penalty (veh)			7	5	6
Storage Bay Dist (ft)	235	235			
Storage Blk Time (%)		0	11		
Queuing Penalty (veh)		0	12		

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	136	94	150	190	193	204	167	179	168	44	310	928
Average Queue (ft)	45	25	97	116	100	112	66	73	77	5	178	654
95th Queue (ft)	93	58	173	199	157	170	140	147	146	25	411	1112
Link Distance (ft)	232	232		151			988	988	988			869
Upstream Blk Time (%)			14	29								22
Queuing Penalty (veh)			0	0								100
Storage Bay Dist (ft)			135		425	425				135	200	
Storage Blk Time (%)			28	22					1			75
Queuing Penalty (veh)			71	19					0			49

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	922	897	175
Average Queue (ft)	611	486	107
95th Queue (ft)	1092	921	223
Link Distance (ft)	869	869	
Upstream Blk Time (%)	9	2	
Queuing Penalty (veh)	40	8	
Storage Bay Dist (ft)			150
Storage Blk Time (%)		23	0
Queuing Penalty (veh)		48	1

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 16: Truxel Road & Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	T	R	L	L	T	T
Maximum Queue (ft)	38	25	36	89	84	166	69	147	71	310	923	918
Average Queue (ft)	4	2	5	39	37	62	5	45	14	193	727	455
95th Queue (ft)	21	13	21	66	66	117	35	97	45	422	1214	1032
Link Distance (ft)		524	524	524	524		529				891	891
Upstream Blk Time (%)											32	2
Queuing Penalty (veh)											123	8
Storage Bay Dist (ft)	200					140		140	230	230		
Storage Blk Time (%)						1	0	1			69	
Queuing Penalty (veh)						1	0	1			76	

Intersection: 16: Truxel Road & Terracina Drive

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T	R
Maximum Queue (ft)	765	341	27	205	363	396	400	174
Average Queue (ft)	90	37	1	53	149	170	190	6
95th Queue (ft)	359	163	11	127	286	307	322	54
Link Distance (ft)	891	891			1356	1356	1356	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			125	130				130
Storage Blk Time (%)		1		0	9		18	
Queuing Penalty (veh)		0		1	7		2	

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	154	323	224	89	230	993	989	956	745	56	213	530
Average Queue (ft)	75	74	86	24	121	687	552	252	114	5	31	300
95th Queue (ft)	147	213	164	58	281	1271	1150	758	318	30	112	502
Link Distance (ft)		425	524	524		961	961	961	961			891
Upstream Blk Time (%)		1				24	3	0	0			
Queuing Penalty (veh)		0				79	11	0	0			
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	24	2			2	67			3		0	23
Queuing Penalty (veh)	20	1			6	44			1		0	4

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	543	564	573
Average Queue (ft)	293	287	301
95th Queue (ft)	495	499	519
Link Distance (ft)	891	891	891
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	L	L	R
Maximum Queue (ft)	111	123	92	100	104	125	112	100
Average Queue (ft)	50	55	37	41	47	59	53	38
95th Queue (ft)	85	92	70	78	83	96	90	70
Link Distance (ft)	245	245	177	177	177	868	868	868
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 19: I-5 Northbound Off Ramp & Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	199	185	88	111	150	165	724	743	748	737
Average Queue (ft)	94	104	29	34	66	98	530	711	713	704
95th Queue (ft)	151	156	69	75	115	142	1008	727	730	729
Link Distance (ft)	264	264	164	164	164	164	693	693	693	693
Upstream Blk Time (%)	0			0	0	0	12	83	92	24
Queuing Penalty (veh)	2			0	0	0	0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	606	614	619	514	181	95	130	117	91	229	592	225
Average Queue (ft)	515	516	291	103	90	40	59	30	25	45	226	192
95th Queue (ft)	589	585	620	293	145	69	102	81	60	113	481	265
Link Distance (ft)			638	638	638	638			989	989	989	
Upstream Blk Time (%)	0	0	1	0								
Queuing Penalty (veh)	0	0	3	0								
Storage Bay Dist (ft)	700	700					220	220				150
Storage Blk Time (%)	0	0	1								3	31
Queuing Penalty (veh)	0	0	8								14	28

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B1020	B1020	B1020	SB	SB	SB
Directions Served	L	L	T	T	T	R	T	T	T	L	L	T
Maximum Queue (ft)	327	365	506	414	172	125	192	154	53	275	1033	1056
Average Queue (ft)	276	341	406	98	60	29	119	24	2	273	972	833
95th Queue (ft)	429	432	653	282	130	80	242	106	29	289	1168	1324
Link Distance (ft)			414	414	414		150	150	150		988	988
Upstream Blk Time (%)			51	0			51	1	0		40	12
Queuing Penalty (veh)			0	0			0	0	0		197	60
Storage Bay Dist (ft)	290	290				200				200		
Storage Blk Time (%)	1	65	0		0	0				76	77	
Queuing Penalty (veh)	1	79	0		0	0				261	263	

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1024	514
Average Queue (ft)	487	213
95th Queue (ft)	1158	412
Link Distance (ft)	988	
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	2	
Storage Bay Dist (ft)		500
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	0

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 21: Arena Boulevard/Arena Boulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	282	570	426	379	157	89	111	466	675	205	107	58
Average Queue (ft)	132	142	97	110	18	26	43	68	278	134	39	13
95th Queue (ft)	231	434	325	257	73	63	86	235	535	259	80	37
Link Distance (ft)		989	989	989			949	949	949			463
Upstream Blk Time (%)		2	0	0					0			
Queuing Penalty (veh)		12	3	0					0			
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)	1	5		3					30	0	0	0
Queuing Penalty (veh)	5	18		4					62	0	0	0

Intersection: 21: Arena Boulevard/Arena Boulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	241	116
Average Queue (ft)	69	44
95th Queue (ft)	176	94
Link Distance (ft)	359	
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		57
Storage Blk Time (%)	13	3
Queuing Penalty (veh)	20	3

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	47	235	691	616	575	127	116	91	176	286	47	190
Average Queue (ft)	4	42	227	130	108	37	36	21	36	109	2	173
95th Queue (ft)	21	147	660	482	403	85	83	57	105	228	20	219
Link Distance (ft)			949	949	949			1099	1099	1099		
Upstream Blk Time (%)			5	1	0							
Queuing Penalty (veh)			25	2	0							
Storage Bay Dist (ft)	235	235				150	190				125	135
Storage Blk Time (%)			15		0	0				7		42
Queuing Penalty (veh)			10		1	0				0		2

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	NB	NB	B41	SB	SB	SB	SB
Directions Served	T	R	T	L	L	TR	R
Maximum Queue (ft)	511	147	7	62	38	47	28
Average Queue (ft)	197	34	0	17	4	9	5
95th Queue (ft)	478	99	0	47	20	31	21
Link Distance (ft)	608	608	167	373	373	373	373
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	404	449	1029	934	756	159	139	140	182	233	196	160
Average Queue (ft)	234	251	359	142	58	49	67	71	79	129	39	33
95th Queue (ft)	450	502	1084	500	378	112	119	120	144	201	103	89
Link Distance (ft)			1099	1099	1099				362	362		
Upstream Blk Time (%)			12	1	0							0
Queuing Penalty (veh)			46	3	0							0
Storage Bay Dist (ft)	370	370				150	200	200			140	215
Storage Blk Time (%)	27	15	0		0	1			0	10	0	0
Queuing Penalty (veh)	36	20	1		0	1			0	6	0	0

Intersection: 23: Truxel Road & Arena Boulevard

Movement	NB	NB	NB	NB	NB	B33	B33	B33	B33	SB	SB	SB
Directions Served	L	T	T	T	TR	T	T	T	T	L	L	T
Maximum Queue (ft)	205	296	279	268	275	614	612	535	359	164	309	488
Average Queue (ft)	120	213	143	118	126	213	160	58	16	83	114	218
95th Queue (ft)	248	356	268	236	256	646	550	314	156	141	235	399
Link Distance (ft)		205	205	205	205	611	611	611	611			961
Upstream Blk Time (%)	1	41	6	3	5	10	2	0	0			
Queuing Penalty (veh)	0	117	18	7	15	28	7	0	0			
Storage Bay Dist (ft)	215									220	220	
Storage Blk Time (%)	1	41								0		9
Queuing Penalty (veh)	1	48								0		21

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	495	499	561	220
Average Queue (ft)	237	249	275	56
95th Queue (ft)	417	426	466	193
Link Distance (ft)	961	961	961	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				140
Storage Blk Time (%)			30	
Queuing Penalty (veh)			15	

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	218	182	168	58	109	109	81	39	38	149	140	163
Average Queue (ft)	90	73	73	17	46	23	23	6	7	66	60	64
95th Queue (ft)	172	133	131	41	89	59	54	24	25	114	106	119
Link Distance (ft)		1266	1266			743	743			878	878	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290			170	100			320	320			150
Storage Blk Time (%)	0		0		1	0					0	0
Queuing Penalty (veh)	1		0		0	0					0	0

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	67	117	216	196	142
Average Queue (ft)	24	38	99	92	46
95th Queue (ft)	54	74	159	150	84
Link Distance (ft)			791	791	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	145	145			145
Storage Blk Time (%)			1	1	0
Queuing Penalty (veh)			1	2	0

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	102	100	178	190	182	350	422	490	178	70	147	159
Average Queue (ft)	49	27	72	86	45	210	254	278	61	8	65	96
95th Queue (ft)	87	69	134	144	123	302	359	392	128	33	135	142
Link Distance (ft)	404	404	404	404	404			723	723	723		
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)						345	345				380	380
Storage Blk Time (%)						0	1	3				
Queuing Penalty (veh)						0	3	14				

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	165	305	319	317	211	209	165	310	1157	1164	1163	1163
Average Queue (ft)	106	199	204	206	137	130	61	211	1035	1046	1051	884
95th Queue (ft)	147	276	281	290	202	188	118	402	1366	1352	1351	1620
Link Distance (ft)	681	681	681	681					1113	1113	1113	1113
Upstream Blk Time (%)									26	45	62	45
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)					550	550	220	220				
Storage Blk Time (%)									49			
Queuing Penalty (veh)									85			

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	112	117	160	282	408	233	250	251	177	176	156	116
Average Queue (ft)	46	62	88	99	196	80	144	212	103	96	87	42
95th Queue (ft)	88	95	135	193	339	164	226	265	149	141	130	90
Link Distance (ft)			1080	1080		227	227	227	214	214	214	214
Upstream Blk Time (%)						0	0	6	0	0	0	
Queuing Penalty (veh)						0	2	41	0	0	0	
Storage Bay Dist (ft)	425	425			425							
Storage Blk Time (%)						1						
Queuing Penalty (veh)						4						

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	240	254	247	80	152	149	137	84	214	211	172
Average Queue (ft)	146	155	154	38	80	79	49	17	118	109	78
95th Queue (ft)	204	216	218	65	123	121	95	51	172	168	138
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)									0	0	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (ft)				210							
Storage Blk Time (%)				1							
Queuing Penalty (veh)				1							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	T	T
Maximum Queue (ft)	122	106	139	201	167	143	140
Average Queue (ft)	81	53	107	122	80	62	78
95th Queue (ft)	116	104	123	178	135	113	121
Link Distance (ft)				313	313	292	292
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	175	193	145	151	179	190
Average Queue (ft)	104	114	73	80	96	93
95th Queue (ft)	152	163	120	125	147	149
Link Distance (ft)	262	262	399	399	300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
Cumulative 2040 AM

Intersection: 81: Truxel Road

Movement	EB	EB	B83	WB	WB	NB	NB	NB	NB	NB	NB	NB
Directions Served	L	TR	T	L	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	159	275	38	34	31	203	235	535	525	457	299	122
Average Queue (ft)	49	113	2	5	4	92	150	275	237	133	100	19
95th Queue (ft)	116	214	32	21	19	192	267	494	447	279	194	59
Link Distance (ft)		332	219		174			513	513	513	513	
Upstream Blk Time (%)		1	0					12	2	0	0	
Queuing Penalty (veh)		3	1					0	0	0	0	
Storage Bay Dist (ft)	140			120		210	210					195
Storage Blk Time (%)	1	5				0	4	20				1
Queuing Penalty (veh)	5	3				1	10	34				1

Intersection: 81: Truxel Road

Movement	SB	SB	SB	SB	SB	SB	B33	B33	B33	B33
Directions Served	L	T	T	T	T	R	T	T	T	T
Maximum Queue (ft)	204	583	592	594	606	160	59	97	57	50
Average Queue (ft)	41	327	346	357	371	115	2	3	2	3
95th Queue (ft)	125	540	556	563	579	211	30	37	29	34
Link Distance (ft)		611	611	611	611		205	205	205	205
Upstream Blk Time (%)		0	1	1	1		0	0	0	0
Queuing Penalty (veh)		3	4	5	7		0	0	0	0
Storage Bay Dist (ft)	180					135				
Storage Blk Time (%)	0	35			43	0				
Queuing Penalty (veh)	0	10			89	2				

Intersection: 86:

Movement	EB	WB	WB	B83	NB	NB	SB	SB	B41
Directions Served	LTR	L	TR	T	L	TR	L	TR	T
Maximum Queue (ft)	216	123	167	35	115	218	123	161	21
Average Queue (ft)	95	46	75	1	13	86	62	49	1
95th Queue (ft)	171	90	127	32	49	160	106	101	12
Link Distance (ft)	207		219	332		220		167	608
Upstream Blk Time (%)	1		0	0		2		1	
Queuing Penalty (veh)	0		2	0		0		2	
Storage Bay Dist (ft)		100			100		100		
Storage Blk Time (%)		0	3			9	3	0	
Queuing Penalty (veh)		0	3			1	4	1	

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement

	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	171	202
Average Queue (ft)	10	49
95th Queue (ft)	70	131
Link Distance (ft)	298	298
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1030: Del Paso Rd

Movement

	EB	EB	B32	B32	B32
Directions Served	T	TR	T	T	
Maximum Queue (ft)	252	263	738	725	732
Average Queue (ft)	129	201	297	338	136
95th Queue (ft)	296	286	817	833	578
Link Distance (ft)	146	146	703	703	703
Upstream Blk Time (%)	40	54	4	4	1
Queuing Penalty (veh)	309	422	19	21	4
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
Cumulative 2040 AM

Intersection: 1033: Del Paso Road/Del Paso Rd

Movement	WB	WB	WB
Directions Served	T	T	TR
Maximum Queue (ft)	126	324	369
Average Queue (ft)	4	78	133
95th Queue (ft)	53	237	289
Link Distance (ft)	1123	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1037: Del Paso Rd/Del Paso Road

Movement			
Directions Served			
Maximum Queue (ft)			
Average Queue (ft)			
95th Queue (ft)			
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1050: Truxel Road

Movement	SB	SB	SB
Directions Served	T	TR	R
Maximum Queue (ft)	3	92	10
Average Queue (ft)	0	2	0
95th Queue (ft)	2	34	8
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 1055: Arena Boulevard

Movement	EB	EB	WB	WB
Directions Served	T	T	T	R
Maximum Queue (ft)	20	4	70	108
Average Queue (ft)	1	0	4	16
95th Queue (ft)	23	2	29	60
Link Distance (ft)	164	164	638	638
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	3			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1060: Arena Boulevard

Movement	EB	WB	WB
Directions Served	T	T	TR
Maximum Queue (ft)	5	3	105
Average Queue (ft)	0	0	30
95th Queue (ft)	4	3	74
Link Distance (ft)	177	499	499
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1063: Arena Boulevard

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	63	12
Average Queue (ft)	2	0
95th Queue (ft)	45	7
Link Distance (ft)	499	499
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cumulative 2040 AM

Intersection: 1065: Arena Boulevard

Movement	EB	EB	EB
Directions Served	T	TR	R
Maximum Queue (ft)	58	254	171
Average Queue (ft)	1	38	38
95th Queue (ft)	44	124	101
Link Distance (ft)	574	574	574
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1067: Truxel Road

Movement	SB	SB	SB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	76	26	134	10
Average Queue (ft)	2	1	9	0
95th Queue (ft)	53	10	70	10
Link Distance (ft)	681	681	681	681
Upstream Blk Time (%)	0		0	
Queuing Penalty (veh)	0		0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1070: Northgate Boulevard

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	41	36
Average Queue (ft)	2	2
95th Queue (ft)	17	13
Link Distance (ft)	380	380
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
Cumulative 2040 AM

Intersection: 1072: Northgate Boulevard

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	109	170
Average Queue (ft)	5	21
95th Queue (ft)	40	90
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3028: I-80 Westbound Off Ramp

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3029: Northgate Boulevard

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report Cumulative 2040 AM

Intersection: 4026: Truxel Road

Movement	NB	NB	NB	NB
Directions Served	T	T	TR	R
Maximum Queue (ft)	116	239	272	248
Average Queue (ft)	3	52	127	51
95th Queue (ft)	42	178	295	197
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 7117

Cumulative 2040 PM
 SimTraffic Simulation Summary

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	92984	94063	92888	92206	92464	93218	92550
Vehs Exited	92449	93789	92424	91646	92042	92714	92022
Starting Vehs	2004	2082	2028	1978	1979	1863	2103
Ending Vehs	2539	2356	2492	2538	2401	2367	2631
Denied Entry Before	514	445	475	456	419	369	303
Denied Entry After	11064	10065	10666	10728	11583	10435	10909
Travel Distance (mi)	45128	45998	45415	44847	44916	45469	45165
Travel Time (hr)	13048.7	12400.2	12986.4	12912.4	13586.2	12478.1	12921.8
Total Delay (hr)	11672.0	10999.2	11602.6	11545.0	12214.2	11092.3	11544.3
Total Stops	138199	141744	136668	135797	136544	139267	139797
Fuel Used (gal)	4529.6	4414.3	4521.6	4483.0	4640.6	4407.5	4500.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	91414	91715	91717	92518
Vehs Exited	90849	91362	91013	92035
Starting Vehs	1956	2146	1961	2000
Ending Vehs	2521	2499	2665	2488
Denied Entry Before	390	520	392	421
Denied Entry After	12129	12189	11999	11176
Travel Distance (mi)	44353	44278	44314	44988
Travel Time (hr)	14250.9	14052.5	13831.1	13246.8
Total Delay (hr)	12895.3	12698.8	12476.7	11874.0
Total Stops	135906	135821	134075	137370
Fuel Used (gal)	4773.2	4722.9	4672.4	4566.6

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Cumulative 2040 PM
 SimTraffic Simulation Summary

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	13808	13954	13965	13726	13739	14062	13568
Vehs Exited	13590	13824	13785	13561	13526	13676	13361
Starting Vehs	2004	2082	2028	1978	1979	1863	2103
Ending Vehs	2222	2212	2208	2143	2192	2249	2310
Denied Entry Before	514	445	475	456	419	369	303
Denied Entry After	1564	1203	1335	1440	1415	1153	1301
Travel Distance (mi)	6710	6816	6871	6738	6722	6879	6695
Travel Time (hr)	792.9	739.8	753.0	767.2	722.1	719.5	732.8
Total Delay (hr)	588.4	532.6	544.4	562.3	517.9	510.5	528.9
Total Stops	19897	19745	19138	19557	18943	19912	20059
Fuel Used (gal)	412.9	404.4	407.5	406.7	396.2	400.4	397.1

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	13618	13911	13778	13812
Vehs Exited	13381	13687	13498	13591
Starting Vehs	1956	2146	1961	2000
Ending Vehs	2193	2370	2241	2213
Denied Entry Before	390	520	392	421
Denied Entry After	1331	1492	1247	1336
Travel Distance (mi)	6695	6897	6812	6784
Travel Time (hr)	736.3	825.4	729.3	751.8
Total Delay (hr)	532.8	616.2	521.9	545.6
Total Stops	19332	21350	19642	19750
Fuel Used (gal)	399.3	425.0	400.9	405.1

Cumulative 2040 PM
 SimTraffic Simulation Summary

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	13688	13894	13571	13589	13507	13569	13482
Vehs Exited	13505	13799	13338	13378	13332	13454	13396
Starting Vehs	2222	2212	2208	2143	2192	2249	2310
Ending Vehs	2405	2307	2441	2354	2367	2364	2396
Denied Entry Before	1564	1203	1335	1440	1415	1153	1301
Denied Entry After	2602	2363	2529	2610	2726	2316	2623
Travel Distance (mi)	6707	6828	6653	6621	6614	6666	6684
Travel Time (hr)	1092.9	1013.6	1072.6	1064.4	1093.8	1002.3	1087.2
Total Delay (hr)	888.8	806.5	870.0	862.8	892.9	799.2	884.3
Total Stops	20885	20538	20080	19779	19603	20350	21190
Fuel Used (gal)	480.5	466.3	473.3	471.8	477.4	457.9	479.6

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	13373	13500	13504	13565
Vehs Exited	13150	13492	13196	13404
Starting Vehs	2193	2370	2241	2213
Ending Vehs	2416	2378	2549	2389
Denied Entry Before	1331	1492	1247	1336
Denied Entry After	2649	2670	2493	2553
Travel Distance (mi)	6566	6675	6513	6653
Travel Time (hr)	1056.4	1108.4	1045.5	1063.7
Total Delay (hr)	856.6	905.6	847.3	861.4
Total Stops	20031	20243	19672	20239
Fuel Used (gal)	467.8	481.0	461.4	471.7

Cumulative 2040 PM
 SimTraffic Simulation Summary

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	13398	13432	13086	13016	13464	13462	13464
Vehs Exited	13467	13353	13131	13025	13450	13331	13426
Starting Vehs	2405	2307	2441	2354	2367	2364	2396
Ending Vehs	2336	2386	2396	2345	2381	2495	2434
Denied Entry Before	2602	2363	2529	2610	2726	2316	2623
Denied Entry After	3893	3771	4017	4129	4220	3769	3921
Travel Distance (mi)	6635	6565	6502	6394	6609	6519	6624
Travel Time (hr)	1415.0	1355.3	1429.9	1421.0	1444.0	1370.5	1415.9
Total Delay (hr)	1213.4	1155.8	1232.2	1226.3	1242.9	1171.8	1213.9
Total Stops	20602	19877	20067	18696	20397	20022	20620
Fuel Used (gal)	550.7	535.8	550.1	543.3	557.3	537.8	551.3

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	13097	12954	13037	13242
Vehs Exited	12975	13021	13194	13241
Starting Vehs	2416	2378	2549	2389
Ending Vehs	2538	2311	2392	2385
Denied Entry Before	2649	2670	2493	2553
Denied Entry After	4326	4428	4214	4064
Travel Distance (mi)	6274	6309	6470	6490
Travel Time (hr)	1486.7	1470.5	1454.0	1426.3
Total Delay (hr)	1295.3	1278.2	1257.2	1228.7
Total Stops	18635	19167	19267	19721
Fuel Used (gal)	555.2	552.2	553.9	548.8

Cumulative 2040 PM
 SimTraffic Simulation Summary

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	52090	52783	52266	51875	51754	52125	52036
Vehs Exited	51887	52813	52170	51682	51734	52253	51839
Starting Vehs	2336	2386	2396	2345	2381	2495	2434
Ending Vehs	2539	2356	2492	2538	2401	2367	2631
Denied Entry Before	3893	3771	4017	4129	4220	3769	3921
Denied Entry After	11064	10065	10666	10728	11583	10435	10909
Travel Distance (mi)	25076	25789	25388	25094	24972	25404	25162
Travel Time (hr)	9747.9	9291.5	9730.9	9659.8	10326.2	9385.8	9686.0
Total Delay (hr)	8981.4	8504.3	8956.0	8893.7	9560.5	8610.8	8917.2
Total Stops	76815	81584	77383	77765	77601	78983	77928
Fuel Used (gal)	3085.6	3007.8	3090.7	3061.1	3209.7	3011.4	3072.7

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	51326	51350	51398	51908
Vehs Exited	51343	51162	51125	51810
Starting Vehs	2538	2311	2392	2385
Ending Vehs	2521	2499	2665	2488
Denied Entry Before	4326	4428	4214	4064
Denied Entry After	12129	12189	11999	11176
Travel Distance (mi)	24818	24397	24519	25062
Travel Time (hr)	10971.5	10648.2	10602.3	10005.0
Total Delay (hr)	10210.6	9898.8	9850.2	9238.3
Total Stops	77908	75061	75494	77643
Fuel Used (gal)	3350.9	3264.8	3256.2	3141.1

Cumulative 2040 PM
 SimTraffic Performance Report

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	4.5	4.7
Denied Del/Veh (s)	1.0	0.7	0.0	0.0	9.5	9.1	3.1
Total Delay (hr)	11.3	0.1	2.1	0.1	0.1	1.8	15.5
Total Del/Veh (s)	268.8	5.0	2.3	2.5	5.2	3.6	10.2
Vehicles Entered	144	52	3355	74	56	1754	5435
Vehicles Exited	144	52	3356	74	56	1752	5434
Hourly Exit Rate	82	30	1918	42	32	1001	3105
Input Volume	90	29	2522	56	34	1013	3744
% of Volume	91	102	76	76	94	99	83
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	16	16

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.3	7.6	2.1
Denied Del/Veh (s)	0.9	0.8	3.4	0.8	0.2	4.0	0.0	0.0	0.0	11.3	9.8	12.1
Total Delay (hr)	3.4	1.0	2.1	0.2	2.4	0.0	5.8	9.0	0.2	2.4	38.1	4.1
Total Del/Veh (s)	37.2	38.9	18.5	46.0	49.5	5.8	89.7	11.8	8.5	84.6	49.0	24.3
Vehicles Entered	326	95	412	17	171	25	230	2745	74	103	2774	608
Vehicles Exited	328	95	413	18	172	25	231	2744	74	102	2773	609
Hourly Exit Rate	187	54	236	10	98	14	132	1568	42	58	1585	348
Input Volume	189	55	234	11	100	15	155	1839	49	62	1591	339
% of Volume	99	99	101	94	98	95	85	85	86	94	100	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	4	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0	2	1

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	10.5
Denied Del/Veh (s)	5.0
Total Delay (hr)	68.9
Total Del/Veh (s)	32.5
Vehicles Entered	7580
Vehicles Exited	7584
Hourly Exit Rate	4334
Input Volume	4639
% of Volume	93
Denied Entry Before	5
Denied Entry After	3

Cumulative 2040 PM
 SimTraffic Performance Report

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.1	0.2	152.0	74.2	16.5
Denied Del/Veh (s)	3.6	0.2	3.5	0.5	0.0	0.0	3.1	0.3	3.0	495.1	486.8	478.5
Total Delay (hr)	0.9	2.7	0.2	1.1	4.6	0.7	3.3	5.6	0.3	68.8	4.7	0.2
Total Del/Veh (s)	35.7	21.9	5.7	35.1	23.5	4.7	38.4	30.3	4.3	259.4	37.2	6.8
Vehicles Entered	91	446	95	117	706	568	308	662	244	923	455	103
Vehicles Exited	91	446	95	117	704	568	307	664	244	912	457	103
Hourly Exit Rate	52	255	54	67	402	325	175	379	139	521	261	59
Input Volume	48	253	54	82	485	404	177	381	139	628	315	68
% of Volume	108	101	101	82	83	80	99	100	100	83	83	87
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	182	94	21

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	243.4
Denied Del/Veh (s)	174.7
Total Delay (hr)	93.3
Total Del/Veh (s)	70.4
Vehicles Entered	4718
Vehicles Exited	4708
Hourly Exit Rate	2690
Input Volume	3034
% of Volume	89
Denied Entry Before	1
Denied Entry After	297

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	3.3	0.9	4.2
Denied Del/Veh (s)	0.0	0.0	0.0	9.9	9.9	3.3
Total Delay (hr)	2.4	2.1	3.7	9.0	0.7	17.8
Total Del/Veh (s)	10.4	8.7	9.7	26.5	7.7	13.9
Vehicles Entered	815	876	1361	1210	329	4591
Vehicles Exited	816	876	1363	1199	327	4581
Hourly Exit Rate	466	501	779	685	187	2618
Input Volume	513	675	1063	709	184	3144
% of Volume	91	74	73	97	102	83
Denied Entry Before	0	0	0	1	0	1
Denied Entry After	0	0	0	8	2	10

Cumulative 2040 PM
 SimTraffic Performance Report

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	81.9	263.5	345.4
Denied Del/Veh (s)	0.0	0.0	0.0	437.4	434.8	190.1
Total Delay (hr)	48.0	1.8	2.8	10.2	45.7	108.6
Total Del/Veh (s)	96.5	26.1	6.1	64.4	88.1	63.5
Vehicles Entered	1772	244	1668	570	1856	6110
Vehicles Exited	1739	241	1668	568	1836	6052
Hourly Exit Rate	994	138	953	325	1049	3458
Input Volume	1072	150	1352	386	1261	4221
% of Volume	93	92	70	84	83	82
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	104	326	430

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	2.8	0.9	0.4	447.6	718.3	267.3	202.5	308.0	239.7	0.1	0.0	0.1
Denied Del/Veh (s)	5.4	2.7	3.4	1172.8	1168.6	1174.8	760.1	778.6	759.0	0.4	0.0	0.4
Total Delay (hr)	85.6	20.0	4.3	15.2	33.7	4.0	57.5	17.7	13.2	11.3	13.0	6.1
Total Del/Veh (s)	162.4	57.2	32.9	62.2	86.1	27.7	281.8	59.0	54.8	89.1	65.2	28.7
Vehicles Entered	1856	1246	470	876	1400	515	709	1057	844	446	706	762
Vehicles Exited	1851	1246	468	875	1397	515	693	1063	856	444	703	761
Hourly Exit Rate	1058	712	267	500	798	294	396	607	489	254	402	435
Input Volume	1207	815	309	769	1237	452	632	919	746	262	412	440
% of Volume	88	87	87	65	65	65	63	66	66	97	98	99
Denied Entry Before	0	0	0	26	40	16	1	2	2	0	0	0
Denied Entry After	2	0	0	498	813	304	250	367	293	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	2187.7
Denied Del/Veh (s)	587.1
Total Delay (hr)	281.5
Total Del/Veh (s)	91.7
Vehicles Entered	10887
Vehicles Exited	10872
Hourly Exit Rate	6213
Input Volume	8200
% of Volume	76
Denied Entry Before	87
Denied Entry After	2527

Cumulative 2040 PM
 SimTraffic Performance Report

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	3.3	7.4	0.5	0.0	0.0	0.0	0.4	0.0	0.0	0.3	0.0	0.8
Denied Del/Veh (s)	14.3	12.5	14.2	0.0	0.0	0.0	3.4	0.8	0.3	1.8	1.9	3.7
Total Delay (hr)	15.6	18.3	0.3	4.4	22.7	2.1	9.2	1.1	1.2	11.3	1.1	6.7
Total Del/Veh (s)	67.0	30.7	7.0	81.7	32.6	18.1	69.1	61.3	16.4	58.0	49.9	31.6
Vehicles Entered	836	2137	131	192	2490	410	468	61	263	689	75	755
Vehicles Exited	836	2138	131	192	2491	411	471	62	263	690	75	755
Hourly Exit Rate	478	1222	75	110	1423	235	269	35	150	394	43	431
Input Volume	479	1215	77	120	1495	247	267	37	151	396	45	432
% of Volume	100	101	97	91	95	95	101	96	100	100	95	100
Denied Entry Before	1	2	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	2	0	0	0	0	0	0	0	0	0	0

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	12.9
Denied Del/Veh (s)	5.5
Total Delay (hr)	93.8
Total Del/Veh (s)	39.4
Vehicles Entered	8507
Vehicles Exited	8515
Hourly Exit Rate	4866
Input Volume	4961
% of Volume	98
Denied Entry Before	3
Denied Entry After	3

8: Del Paso Rd & Via Ingoglia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	4.0	1.0	0.0	0.3	5.3
Total Del/Veh (s)	4.6	1.1	1.0	16.4	3.0
Vehicles Entered	3090	3108	41	70	6309
Vehicles Exited	3089	3107	41	70	6307
Hourly Exit Rate	1765	1775	23	40	3604
Input Volume	1762	1877	25	39	3703
% of Volume	100	95	94	103	97
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.2	0.1	0.0	0.0	0.0	6.3	0.0	6.7
Denied Del/Veh (s)	0.8	0.2	0.9	0.1	0.0	0.2	55.4	0.1	3.1
Total Delay (hr)	1.3	2.3	0.1	1.6	1.1	0.0	14.7	0.8	21.9
Total Del/Veh (s)	27.2	2.4	2.3	41.9	1.4	1.2	128.9	20.1	10.3
Vehicles Entered	171	3416	224	135	3017	104	404	135	7606
Vehicles Exited	170	3416	223	135	3014	104	398	134	7594
Hourly Exit Rate	97	1952	127	77	1722	59	227	77	4339
Input Volume	99	1961	129	80	1826	63	236	76	4470
% of Volume	98	100	99	96	94	94	96	101	97
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	8	0	8

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.1	0.2	1.0	2.4	0.3	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	2.3	0.2	2.3	4.7	4.2	3.5	0.0	0.0	0.0
Total Delay (hr)	12.6	18.5	8.3	4.8	22.2	1.7	31.7	23.7	0.4	4.8	14.7	4.6
Total Del/Veh (s)	65.6	32.9	25.7	65.2	44.1	21.6	146.9	40.7	5.3	67.8	22.2	28.3
Vehicles Entered	688	2006	1150	264	1788	276	758	2074	264	250	2368	585
Vehicles Exited	688	2010	1151	263	1793	276	766	2086	264	251	2372	586
Hourly Exit Rate	393	1149	658	150	1025	158	438	1192	151	143	1355	335
Input Volume	389	1161	663	151	1024	161	545	1493	187	140	1360	336
% of Volume	101	99	99	100	100	98	80	80	81	102	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	4.2
Denied Del/Veh (s)	1.2
Total Delay (hr)	147.9
Total Del/Veh (s)	42.3
Vehicles Entered	12471
Vehicles Exited	12506
Hourly Exit Rate	7146
Input Volume	7610
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

Cumulative 2040 PM
 SimTraffic Performance Report

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.8	0.1	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.1	0.1	0.2	26.5	48.2	32.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.5	3.9	0.2	1.1	1.2	14.6	0.2	0.2	12.8	0.4
Total Del/Veh (s)	31.2	28.7	41.2	57.6	69.3	44.4	41.7	18.3	16.5	35.8	22.8	63.2
Vehicles Entered	42	2	47	244	9	89	103	2853	50	18	2006	22
Vehicles Exited	42	2	46	239	9	88	103	2849	51	18	1988	21
Hourly Exit Rate	24	1	26	137	5	50	59	1628	29	10	1136	12
Input Volume	25	1	28	141	5	51	73	2029	36	13	1459	18
% of Volume	96	114	94	97	103	99	81	80	81	79	78	67
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	6	0	3	0	0	0	0	0	0

11: East Commerce Way & Benefit Way Performance by movement

Movement	All
Denied Delay (hr)	2.8
Denied Del/Veh (s)	1.9
Total Delay (hr)	35.4
Total Del/Veh (s)	23.2
Vehicles Entered	5485
Vehicles Exited	5456
Hourly Exit Rate	3118
Input Volume	3879
% of Volume	80
Denied Entry Before	0
Denied Entry After	9

Cumulative 2040 PM
 SimTraffic Performance Report

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	7.9	0.1	4.0	0.0	0.0	0.0	0.1	0.2	0.0	1.0	144.1	73.3
Denied Del/Veh (s)	42.6	25.6	42.3	0.1	0.1	0.1	1.4	0.3	1.8	231.8	405.8	408.3
Total Delay (hr)	22.4	0.8	14.4	0.0	0.3	0.1	4.6	12.0	0.0	0.3	24.8	15.5
Total Del/Veh (s)	124.1	173.9	157.2	108.8	56.4	12.8	43.1	18.1	4.6	67.2	88.0	110.1
Vehicles Entered	640	16	325	1	18	16	384	2377	7	14	1008	505
Vehicles Exited	624	15	312	1	18	16	382	2366	7	14	992	492
Hourly Exit Rate	357	9	178	1	10	9	218	1352	4	8	567	281
Input Volume	378	10	201	1	10	10	280	1750	5	10	811	413
% of Volume	94	86	89	57	103	91	78	77	80	80	70	68
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	24	1	13	0	0	0	0	0	0	2	270	141

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	230.7
Denied Del/Veh (s)	144.1
Total Delay (hr)	95.2
Total Del/Veh (s)	64.1
Vehicles Entered	5311
Vehicles Exited	5239
Hourly Exit Rate	2994
Input Volume	3879
% of Volume	77
Denied Entry Before	1
Denied Entry After	451

13: East Commerce Way & Centene North/Bella Rose Driveway Performance by movement

Movement	EBL	EBT	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	71.0	0.3	88.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	160.0
Denied Del/Veh (s)	806.4	1185.0	803.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0	120.6
Total Delay (hr)	2.2	0.0	11.5	0.0	1.1	5.5	0.0	0.1	27.6	4.4	52.4
Total Del/Veh (s)	38.8	114.4	161.4	7.8	23.9	7.6	5.4	21.2	85.4	118.1	41.6
Vehicles Entered	201	1	256	4	170	2564	17	12	1160	133	4518
Vehicles Exited	203	1	248	4	170	2569	17	12	1144	130	4498
Hourly Exit Rate	116	1	142	2	97	1468	10	7	654	74	2570
Input Volume	183	1	230	2	135	2050	13	10	892	111	3627
% of Volume	63	57	62	114	72	72	75	69	73	67	71
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	116	0	141	0	0	0	0	0	0	0	257

Cumulative 2040 PM
 SimTraffic Performance Report

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2	251.7	16.3
Denied Del/Veh (s)	7.6	2.5	5.2	0.1	0.1	0.1	0.3	0.0	0.2		648.7	680.9
Total Delay (hr)	4.1	0.4	3.4	0.8	0.2	0.1	2.6	12.0	0.1	0.0	34.9	4.1
Total Del/Veh (s)	80.3	80.3	65.8	154.8	46.4	11.8	61.3	16.9	7.7		119.8	233.3
Vehicles Entered	181	17	185	18	16	18	154	2554	34	0	1035	63
Vehicles Exited	179	17	182	17	16	18	152	2553	34	0	1026	61
Hourly Exit Rate	102	10	104	10	9	10	87	1459	19	0	586	35
Input Volume	104	10	102	11	10	10	124	2084	28	1	1028	61
% of Volume	98	97	102	88	91	103	70	70	69	0	57	57
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	0	1	0	0	0	0	0	0	0	362	23

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	268.9
Denied Del/Veh (s)	207.7
Total Delay (hr)	62.7
Total Del/Veh (s)	52.5
Vehicles Entered	4275
Vehicles Exited	4255
Hourly Exit Rate	2431
Input Volume	3573
% of Volume	68
Denied Entry Before	0
Denied Entry After	387

Cumulative 2040 PM
 SimTraffic Performance Report

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	55.3	1.5	118.9	53.4	2.0	43.0	0.0	0.0	0.0	7.9	174.2	18.6
Denied Del/Veh (s)	498.6	602.5	508.4	817.4	903.8	823.9	0.0	0.0	0.0	443.1	475.4	467.4
Total Delay (hr)	3.4	0.2	15.1	11.5	0.1	1.0	3.1	11.5	0.0	0.8	53.8	8.7
Total Del/Veh (s)	36.4	89.4	77.3	255.0	68.6	29.9	40.8	19.1	5.5	53.4	174.6	266.3
Vehicles Entered	332	8	697	159	6	125	274	2139	7	54	1094	117
Vehicles Exited	334	8	691	154	5	126	273	2138	7	54	1069	112
Hourly Exit Rate	191	5	395	88	3	72	156	1222	4	31	611	64
Input Volume	228	6	475	140	5	107	246	1833	7	55	1132	124
% of Volume	84	76	83	63	57	67	63	67	57	56	54	52
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	67	1	145	76	2	63	0	0	0	10	225	26

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	All
Denied Delay (hr)	474.7
Denied Del/Veh (s)	303.7
Total Delay (hr)	109.2
Total Del/Veh (s)	77.7
Vehicles Entered	5012
Vehicles Exited	4971
Hourly Exit Rate	2841
Input Volume	4358
% of Volume	65
Denied Entry Before	0
Denied Entry After	615

Cumulative 2040 PM
 SimTraffic Performance Report

16: Truxel Road & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.4	0.1	0.1	3.9	0.5	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	1.2	2.7	0.1	0.5	1.9	8.3	0.2	2.6	10.1	0.0
Total Del/Veh (s)	73.6	69.5	11.6	65.8	50.0	13.3	43.0	7.4	3.9	70.7	16.8	8.1
Vehicles Entered	2	14	356	144	6	138	161	3998	200	134	2157	3
Vehicles Exited	2	14	356	144	6	139	161	4006	200	134	2157	3
Hourly Exit Rate	1	8	203	82	3	79	92	2289	114	77	1233	2
Input Volume	2	8	205	86	4	78	119	2931	145	83	1234	2
% of Volume	57	100	99	96	86	102	77	78	79	92	100	86
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

16: Truxel Road & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	27.9
Total Del/Veh (s)	13.7
Vehicles Entered	7313
Vehicles Exited	7322
Hourly Exit Rate	4184
Input Volume	4897
% of Volume	85
Denied Entry Before	0
Denied Entry After	0

Cumulative 2040 PM
 SimTraffic Performance Report

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.4	19.9	1.7
Denied Del/Veh (s)	4.0	1.1	1.2	0.1	0.1	0.1	1.2	0.2	1.1	18.8	22.3	22.3
Total Delay (hr)	6.6	0.3	2.0	1.5	0.1	0.3	3.5	23.4	0.3	1.7	19.6	2.5
Total Del/Veh (s)	64.4	63.5	27.8	67.8	74.4	17.4	83.7	21.3	8.5	84.9	21.8	33.4
Vehicles Entered	362	15	257	76	3	66	150	3928	143	70	3206	266
Vehicles Exited	362	15	255	76	3	66	150	3931	143	70	3191	264
Hourly Exit Rate	207	9	146	43	2	38	86	2246	82	40	1823	151
Input Volume	212	9	147	42	2	37	115	2946	103	40	1850	157
% of Volume	98	95	99	103	86	102	75	76	79	100	99	96
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	11	2

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	22.8
Denied Del/Veh (s)	9.6
Total Delay (hr)	61.7
Total Del/Veh (s)	25.8
Vehicles Entered	8542
Vehicles Exited	8526
Hourly Exit Rate	4872
Input Volume	5660
% of Volume	86
Denied Entry Before	1
Denied Entry After	13

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	2.1	2.0	1.5	0.5	6.2
Total Del/Veh (s)	7.9	5.8	8.1	4.9	6.8
Vehicles Entered	945	1233	680	392	3250
Vehicles Exited	945	1235	680	392	3252
Hourly Exit Rate	540	706	389	224	1858
Input Volume	544	1123	397	226	2290
% of Volume	99	63	98	99	81
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	725.7	2026.1	2751.8
Denied Del/Veh (s)	0.0	0.0	1713.2	1724.7	1089.0
Total Delay (hr)	18.6	29.6	4.9	43.0	96.1
Total Del/Veh (s)	48.5	53.4	23.6	73.8	55.6
Vehicles Entered	1369	1974	750	2066	6159
Vehicles Exited	1363	1965	752	2068	6148
Hourly Exit Rate	779	1123	430	1182	3513
Input Volume	794	1681	846	2339	5660
% of Volume	98	67	51	51	62
Denied Entry Before	0	0	58	162	220
Denied Entry After	0	0	775	2163	2938

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	3.3	4.1	0.0	0.0	0.0	0.3	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	8.3	11.8	18.9	0.0	0.0	0.0	2.0	0.8	1.0
Total Delay (hr)	17.1	13.7	0.4	2.9	33.3	33.8	38.8	8.3	0.2	18.6	8.3	59.7
Total Del/Veh (s)	49.3	26.6	4.4	63.4	117.4	153.1	257.8	72.6	13.4	105.4	66.2	229.4
Vehicles Entered	1233	1830	367	163	1005	784	521	407	43	617	448	922
Vehicles Exited	1243	1846	367	163	1000	773	517	405	42	629	449	901
Hourly Exit Rate	710	1055	210	93	571	442	295	231	24	359	257	515
Input Volume	1130	1668	335	111	682	553	518	403	40	546	394	850
% of Volume	63	63	63	84	84	80	57	57	60	66	65	61
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	3	4	0	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	8.5
Denied Del/Veh (s)	3.7
Total Delay (hr)	235.1
Total Del/Veh (s)	99.9
Vehicles Entered	8340
Vehicles Exited	8335
Hourly Exit Rate	4763
Input Volume	7230
% of Volume	66
Denied Entry Before	0
Denied Entry After	7

Cumulative 2040 PM
 SimTraffic Performance Report

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	11.4	0.5	17.8
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.2	0.3	122.4	124.9	120.6
Total Delay (hr)	3.5	13.1	0.2	0.6	52.8	9.3	1.6	0.0	0.1	7.9	0.3	11.7
Total Del/Veh (s)	53.2	21.4	8.7	50.2	136.8	175.3	57.5	38.6	9.9	88.5	89.6	83.4
Vehicles Entered	236	2190	85	42	1368	188	98	4	26	319	12	503
Vehicles Exited	236	2180	84	43	1353	183	98	4	26	317	12	495
Hourly Exit Rate	135	1246	48	25	773	105	56	2	15	181	7	283
Input Volume	210	1963	76	31	987	143	59	2	15	189	8	295
% of Volume	64	63	63	79	78	73	95	114	99	96	86	96
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	17	1	27

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	All
Denied Delay (hr)	29.7
Denied Del/Veh (s)	20.9
Total Delay (hr)	101.1
Total Del/Veh (s)	71.2
Vehicles Entered	5071
Vehicles Exited	5031
Hourly Exit Rate	2875
Input Volume	3978
% of Volume	72
Denied Entry Before	0
Denied Entry After	45

Cumulative 2040 PM
 SimTraffic Performance Report

22: Innovator Road/Innovator Drive & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	1.8	0.0	8.0	0.3	3.5	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	4.9	0.0	83.5	259.4	99.4	0.1	0.1	0.1
Total Delay (hr)	0.8	10.5	1.4	1.4	68.6	0.2	33.2	0.3	0.3	0.2	0.1	0.1
Total Del/Veh (s)	48.0	20.0	10.2	42.6	185.2	311.5	354.9	248.1	8.2	42.1	49.7	30.0
Vehicles Entered	59	1868	508	117	1324	2	334	4	122	14	8	10
Vehicles Exited	58	1868	508	117	1279	2	310	4	123	14	8	10
Hourly Exit Rate	33	1067	290	67	731	1	177	2	70	8	5	6
Input Volume	50	1611	427	82	928	1	228	2	82	9	4	5
% of Volume	66	66	68	82	79	114	78	114	86	89	114	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	3	0	11	0	6	0	0	0

22: Innovator Road/Innovator Drive & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	13.7
Denied Del/Veh (s)	11.2
Total Delay (hr)	117.0
Total Del/Veh (s)	95.7
Vehicles Entered	4370
Vehicles Exited	4301
Hourly Exit Rate	2458
Input Volume	3429
% of Volume	72
Denied Entry Before	0
Denied Entry After	20

Cumulative 2040 PM
 SimTraffic Performance Report

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	25.2	31.4	8.8	55.6	255.7	19.9	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	169.3	159.5	165.6	408.4	363.6	367.2	0.0	0.0	0.0
Total Delay (hr)	14.6	13.1	0.3	10.0	16.4	0.9	20.5	26.6	1.6	4.2	17.5	17.5
Total Del/Veh (s)	71.9	40.9	11.2	73.2	90.6	17.9	181.4	45.3	36.1	45.4	22.5	145.5
Vehicles Entered	725	1144	109	487	645	176	399	2093	159	325	2766	431
Vehicles Exited	727	1148	109	487	637	178	393	2098	160	325	2760	408
Hourly Exit Rate	415	656	62	278	364	102	225	1199	91	186	1577	233
Input Volume	618	967	97	305	404	108	353	1739	129	190	1599	250
% of Volume	67	68	64	91	90	94	64	69	71	98	99	93
Denied Entry Before	0	0	0	0	0	0	4	18	1	0	0	0
Denied Entry After	0	0	0	48	64	16	91	439	36	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	396.6
Denied Del/Veh (s)	140.6
Total Delay (hr)	143.3
Total Del/Veh (s)	53.9
Vehicles Entered	9459
Vehicles Exited	9430
Hourly Exit Rate	5389
Input Volume	6759
% of Volume	80
Denied Entry Before	23
Denied Entry After	694

Cumulative 2040 PM
 SimTraffic Performance Report

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.2	3.0	0.3	3.1	2.7	0.3	2.8
Total Delay (hr)	2.4	3.5	0.2	1.1	0.9	0.1	0.3	3.8	1.4	1.4	5.2	0.6
Total Del/Veh (s)	34.5	10.8	6.2	30.2	20.9	6.1	37.9	23.8	8.0	30.3	18.7	5.8
Vehicles Entered	248	1151	91	136	146	54	28	567	630	164	1002	383
Vehicles Exited	248	1154	91	136	147	54	28	570	630	164	1004	383
Hourly Exit Rate	142	659	52	78	84	31	16	326	360	94	574	219
Input Volume	191	905	73	78	89	31	15	327	356	90	579	215
% of Volume	74	73	71	100	94	100	107	100	101	104	99	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	20.9
Total Del/Veh (s)	16.2
Vehicles Entered	4600
Vehicles Exited	4609
Hourly Exit Rate	2634
Input Volume	2949
% of Volume	89
Denied Entry Before	0
Denied Entry After	0

Cumulative 2040 PM
 SimTraffic Performance Report

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	45.3	18.6	73.3	5.7	1.0	0.5	1.5	4.5	2.2	0.2	0.3	0.0
Denied Del/Veh (s)	297.9	296.0	288.8	9.8	9.5	8.3	5.2	5.7	5.4	1.9	0.4	0.4
Total Delay (hr)	57.1	3.0	6.0	50.1	4.4	0.8	30.8	32.8	2.9	13.3	89.7	1.1
Total Del/Veh (s)	415.6	54.9	26.9	86.0	40.6	13.9	108.5	41.6	7.0	108.5	121.1	9.6
Vehicles Entered	480	195	804	2071	392	206	1011	2800	1485	436	2605	392
Vehicles Exited	464	195	803	2063	388	206	1010	2823	1493	431	2610	391
Hourly Exit Rate	265	111	459	1179	222	118	577	1613	853	246	1491	223
Input Volume	316	128	506	1202	229	119	578	1607	840	248	1484	225
% of Volume	84	87	91	98	97	99	100	100	102	99	101	99
Denied Entry Before	0	0	0	0	0	0	0	1	0	0	0	0
Denied Entry After	67	31	110	4	1	0	0	0	0	1	1	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	153.0
Denied Del/Veh (s)	42.1
Total Delay (hr)	292.1
Total Del/Veh (s)	80.5
Vehicles Entered	12877
Vehicles Exited	12877
Hourly Exit Rate	7358
Input Volume	7482
% of Volume	98
Denied Entry Before	1
Denied Entry After	215

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.4	0.2	0.0	0.0	0.6
Denied Del/Veh (s)	1.9	0.4	0.0	0.0	0.2
Total Delay (hr)	4.3	5.8	7.6	5.9	23.6
Total Del/Veh (s)	21.3	11.4	7.9	6.7	9.3
Vehicles Entered	725	1815	3427	3163	9130
Vehicles Exited	725	1816	3429	3162	9132
Hourly Exit Rate	414	1038	1959	1807	5218
Input Volume	412	1054	1953	1854	5273
% of Volume	101	98	100	97	99
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1
Total Delay (hr)	9.4	1.0	4.8	7.2	22.4
Total Del/Veh (s)	19.7	8.9	8.2	9.2	11.4
Vehicles Entered	1690	416	2099	2822	7027
Vehicles Exited	1692	416	2100	2821	7029
Hourly Exit Rate	967	238	1200	1612	4017
Input Volume	966	236	1200	1628	4030
% of Volume	100	101	100	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.3	0.0	0.0	0.4
Denied Del/Veh (s)	0.6	1.2	0.0	0.0	0.2
Total Delay (hr)	3.6	1.5	4.4	20.8	30.2
Total Del/Veh (s)	17.3	6.4	7.5	20.6	14.9
Vehicles Entered	750	826	2089	3620	7285
Vehicles Exited	751	826	2089	3615	7281
Hourly Exit Rate	429	472	1194	2066	4161
Input Volume	425	473	1195	2059	4152
% of Volume	101	100	100	100	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Delay (hr)	3.2	2.9	4.6	10.7
Total Del/Veh (s)	15.8	5.3	7.7	8.0
Vehicles Entered	724	1946	2155	4825
Vehicles Exited	724	1944	2155	4823
Hourly Exit Rate	414	1111	1231	2756
Input Volume	415	1103	1441	2959
% of Volume	100	101	85	93
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

81: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	0.1	0.1	33.3	300.3	6.6	0.0	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	10.8	10.8	7.5	397.9	399.8	391.0	0.4	0.2	0.8
Total Delay (hr)	1.1	0.1	1.0	2.4	0.4	0.8	11.5	34.2	0.1	0.6	25.0	0.6
Total Del/Veh (s)	131.4	8.5	9.9	60.2	43.2	43.8	176.0	59.9	7.3	78.5	39.4	19.1
Vehicles Entered	29	31	366	143	32	69	230	2055	46	27	2281	111
Vehicles Exited	28	31	369	145	32	68	224	2022	45	27	2273	111
Hourly Exit Rate	16	18	211	83	18	39	128	1155	26	15	1299	63
Input Volume	21	21	263	84	19	38	175	1547	33	16	1365	67
% of Volume	76	84	80	99	96	102	73	75	78	96	95	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	0	0	71	649	15	0	0	0

81: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	341.0
Denied Del/Veh (s)	199.4
Total Delay (hr)	77.9
Total Del/Veh (s)	51.6
Vehicles Entered	5420
Vehicles Exited	5375
Hourly Exit Rate	3071
Input Volume	3649
% of Volume	84
Denied Entry Before	0
Denied Entry After	736

Cumulative 2040 PM
 SimTraffic Performance Report

86: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1	2.7	0.0	0.0	0.0
Denied Del/Veh (s)	1.3	0.7	2.3	0.0	0.0	0.0	39.2	134.8	130.5	0.0	0.0	0.0
Total Delay (hr)	0.4	0.7	0.1	0.2	1.8	2.4	0.0	4.9	1.1	0.5	0.5	0.0
Total Del/Veh (s)	39.6	23.5	16.8	22.3	41.5	51.4	20.5	70.5	60.7	6.9	5.2	8.4
Vehicles Entered	39	104	26	38	157	171	1	248	68	255	366	13
Vehicles Exited	39	104	26	38	155	168	1	243	66	256	366	13
Hourly Exit Rate	22	59	15	22	89	96	1	139	38	146	209	7
Input Volume	22	59	15	29	110	122	1	150	42	204	298	11
% of Volume	101	101	99	75	81	79	57	93	90	72	70	68
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	21	7	0	0	0

86: Performance by movement

Movement	All
Denied Delay (hr)	12.9
Denied Del/Veh (s)	30.6
Total Delay (hr)	12.8
Total Del/Veh (s)	30.9
Vehicles Entered	1486
Vehicles Exited	1475
Hourly Exit Rate	843
Input Volume	1063
% of Volume	79
Denied Entry Before	0
Denied Entry After	28

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	WBR	NBT	SBT	All
Denied Delay (hr)	0.0	0.0	2.5	2.5
Denied Del/Veh (s)	0.0	0.0	2.4	1.2
Total Delay (hr)	3.3	3.5	16.6	23.5
Total Del/Veh (s)	14.5	4.4	16.5	11.5
Vehicles Entered	821	2915	3623	7359
Vehicles Exited	824	2915	3620	7359
Hourly Exit Rate	471	1666	2069	4205
Input Volume	473	1668	2059	4200
% of Volume	100	100	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.4	0.3
Total Delay (hr)	0.3	0.7	1.0
Total Del/Veh (s)	1.3	3.5	2.4
Vehicles Entered	724	762	1486
Vehicles Exited	724	761	1485
Hourly Exit Rate	414	435	849
Input Volume	415	435	850
% of Volume	100	100	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1030: Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.0	0.1
Total Delay (hr)	0.4	0.7	0.5	1.6
Total Del/Veh (s)	1.7	2.5	1.5	1.9
Vehicles Entered	816	964	1198	2978
Vehicles Exited	815	964	1198	2977
Hourly Exit Rate	466	551	685	1701
Input Volume	513	609	856	1978
% of Volume	91	90	80	86
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1033: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	12.6	21.7	64.1	98.4
Total Del/Veh (s)	12.9	45.6	195.8	55.2
Vehicles Entered	3512	1697	1155	6364
Vehicles Exited	3509	1694	1135	6338
Hourly Exit Rate	2005	968	649	3622
Input Volume	2296	1370	939	4605
% of Volume	87	71	69	79
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

1037: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.3	2.1	3.4
Total Del/Veh (s)	1.8	2.1	2.0
Vehicles Entered	2546	3694	6240
Vehicles Exited	2546	3693	6239
Hourly Exit Rate	1455	2110	3565
Input Volume	1823	2180	4003
% of Volume	80	97	89
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1050: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.0	0.1	0.1	0.1
Total Delay (hr)	1.2	1.4	0.3	2.9
Total Del/Veh (s)	1.1	1.8	1.0	1.4
Vehicles Entered	3792	2822	992	7606
Vehicles Exited	3793	2822	991	7606
Hourly Exit Rate	2167	1613	566	4346
Input Volume	2166	1628	566	4360
% of Volume	100	99	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1055: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.2	74.5	3.0	79.7
Total Del/Veh (s)	2.3	132.5	25.3	48.8
Vehicles Entered	3431	2001	420	5852
Vehicles Exited	3431	1974	420	5825
Hourly Exit Rate	1961	1128	240	3329
Input Volume	3133	1681	370	5184
% of Volume	63	67	65	64
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

1060: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.5	5.4	6.6
Total Del/Veh (s)	1.5	1.4	13.1	5.5
Vehicles Entered	1624	1235	1483	4342
Vehicles Exited	1624	1236	1488	4348
Hourly Exit Rate	928	706	850	2485
Input Volume	941	1125	1402	3468
% of Volume	99	63	61	72
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1063: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.8	0.1	3.8	6.7
Total Del/Veh (s)	6.8	2.7	5.1	5.6
Vehicles Entered	1463	161	2717	4341
Vehicles Exited	1463	161	2718	4342
Hourly Exit Rate	836	92	1553	2481
Input Volume	846	95	2527	3468
% of Volume	99	97	61	72
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1065: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.0	0.1
Total Delay (hr)	0.7	0.7	0.8	2.2
Total Del/Veh (s)	2.6	2.2	1.7	2.1
Vehicles Entered	944	1206	1628	3778
Vehicles Exited	945	1206	1630	3781
Hourly Exit Rate	540	689	931	2161
Input Volume	544	687	1349	2580
% of Volume	99	100	69	84
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Cumulative 2040 PM
 SimTraffic Performance Report

1067: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.8	4.5	3.9	10.2
Total Del/Veh (s)	1.3	5.1	6.0	3.4
Vehicles Entered	5245	3170	2325	10740
Vehicles Exited	5244	3163	2315	10722
Hourly Exit Rate	2997	1807	1323	6127
Input Volume	3007	1854	1350	6211
% of Volume	100	97	98	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1070: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.3	3.3	5.0
Total Del/Veh (s)	2.4	2.1	2.7	2.6
Vehicles Entered	2096	570	4366	7032
Vehicles Exited	2096	571	4368	7035
Hourly Exit Rate	1198	326	2496	4020
Input Volume	1199	319	2484	4002
% of Volume	100	102	100	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1072: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	404.1	327.4	731.5
Denied Del/Veh (s)	0.0	564.0	566.1	359.3
Total Delay (hr)	1.4	3.9	4.8	10.1
Total Del/Veh (s)	1.9	6.4	10.0	5.5
Vehicles Entered	2668	2155	1739	6562
Vehicles Exited	2666	2155	1740	6561
Hourly Exit Rate	1523	1231	994	3749
Input Volume	1518	1441	1177	4136
% of Volume	100	85	84	91
Denied Entry Before	0	43	33	76
Denied Entry After	0	424	343	767

Cumulative 2040 PM
 SimTraffic Performance Report

3028: I-80 Westbound Off Ramp Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	0.1	0.1	0.2
Denied Del/Veh (s)	0.4	0.5	0.4
Total Delay (hr)	0.5	0.6	1.1
Total Del/Veh (s)	2.4	2.8	2.6
Vehicles Entered	751	821	1572
Vehicles Exited	751	821	1572
Hourly Exit Rate	429	469	898
Input Volume	425	473	898
% of Volume	101	99	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3029: Northgate Boulevard Performance by movement

Movement	EBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.7	3.0	4.6
Total Del/Veh (s)	7.9	5.0	5.7
Vehicles Entered	761	2155	2916
Vehicles Exited	761	2153	2914
Hourly Exit Rate	435	1230	1665
Input Volume	435	1441	1876
% of Volume	100	85	89
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	0.1
Total Delay (hr)	1.9	0.0	1.4	3.3
Total Del/Veh (s)	1.9	0.3	1.3	1.6
Vehicles Entered	3426	248	3888	7562
Vehicles Exited	3427	248	3888	7563
Hourly Exit Rate	1958	142	2222	4322
Input Volume	1953	142	2266	4361
% of Volume	100	100	98	99
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Cumulative 2040 PM
SimTraffic Performance Report

Total Network Performance

Denied Delay (hr)	9038.1
Denied Del/Veh (s)	313.8
Total Delay (hr)	2836.0
Total Del/Veh (s)	108.0
Vehicles Entered	92518
Vehicles Exited	92035
Hourly Exit Rate	52591
Input Volume	243611
% of Volume	22
Denied Entry Before	421
Denied Entry After	11176

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	414	155	13	47	132
Average Queue (ft)	167	26	0	11	17
95th Queue (ft)	417	182	4	35	203
Link Distance (ft)	593	593			885
Upstream Blk Time (%)	3	1			1
Queuing Penalty (veh)	0	0			0
Storage Bay Dist (ft)			150	180	
Storage Blk Time (%)					1
Queuing Penalty (veh)					0

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	158	234	194	44	161	32	242	296	190	205	153	200
Average Queue (ft)	60	94	85	4	72	6	124	77	80	93	18	88
95th Queue (ft)	118	162	158	23	132	22	226	201	151	163	70	204
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)	0	1	2		2		11	0		5		3
Queuing Penalty (veh)	0	3	5		0		19	0		2		14

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	441	426	450	200
Average Queue (ft)	367	351	375	171
95th Queue (ft)	467	453	502	264
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)	7	4	20	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)	52		45	1
Queuing Penalty (veh)	32		152	7

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	89	126	142	55	75	84	163	184	92	88	220	183
Average Queue (ft)	32	39	59	15	15	38	85	94	38	41	107	92
95th Queue (ft)	67	83	108	37	48	68	141	151	68	75	179	147
Link Distance (ft)		869	869				703	703				745
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)		0	0				0				0	
Queuing Penalty (veh)		0	0				0				0	

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	182	40	327	370	794	742	105
Average Queue (ft)	92	1	326	369	747	334	21
95th Queue (ft)	146	26	333	379	888	841	54
Link Distance (ft)	745				739	739	
Upstream Blk Time (%)					84	0	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)		110	285	285			130
Storage Blk Time (%)	4		55	88	0	2	0
Queuing Penalty (veh)	6		87	138	0	1	0

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	149	154	117	145	272	296	264
Average Queue (ft)	63	57	50	64	138	145	83
95th Queue (ft)	119	111	93	117	250	301	321
Link Distance (ft)	224	224	1021	1021			735
Upstream Blk Time (%)	0	0					2
Queuing Penalty (veh)	0	0					0
Storage Bay Dist (ft)					200	200	
Storage Blk Time (%)					6	6	
Queuing Penalty (veh)					12	10	

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	R	T	T	T	L	L	R	R	R
Maximum Queue (ft)	992	999	325	100	163	149	350	792	792	600	469
Average Queue (ft)	594	528	72	28	62	74	77	698	719	567	196
95th Queue (ft)	1069	1054	295	69	123	129	234	986	922	759	443
Link Distance (ft)	1021	1021		153	153	153		736	736		
Upstream Blk Time (%)	4	2			0	0		45	57		
Queuing Penalty (veh)	23	13			0	0		0	0		
Storage Bay Dist (ft)			210				150			400	400
Storage Blk Time (%)		14					1	12	81	3	0
Queuing Penalty (veh)		20					2	23	678	11	2

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	316	383	450	1134	506	487	250	226	236	224	242	254
Average Queue (ft)	307	381	449	1084	189	211	105	159	169	182	214	218
95th Queue (ft)	324	389	458	1245	349	451	241	237	254	249	254	258
Link Distance (ft)				1123	1123	1123						
Upstream Blk Time (%)				1		0						
Queuing Penalty (veh)				10		3						
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	39	55	62	1		15	4	1	4	4		78
Queuing Penalty (veh)	107	150	169	9		46	12	5	17	34		354

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	210	265	305	1076	904	806	205	236	253	224	284	303
Average Queue (ft)	205	250	303	812	282	296	166	117	140	102	115	130
95th Queue (ft)	248	327	323	1143	648	639	255	200	223	174	205	312
Link Distance (ft)				1064	1064	1064				869	869	869
Upstream Blk Time (%)				6	0						0	1
Queuing Penalty (veh)				28	0						0	5
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	11	10	83	2		12	36	0	1	0		2
Queuing Penalty (veh)	44	31	254	15		86	109	0	1	0		11

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	196	174
Average Queue (ft)	93	79
95th Queue (ft)	160	141
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	195	195
Storage Blk Time (%)	1	0
Queuing Penalty (veh)	1	1

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	229	250	230	241	251	190	304	443	453	468	195	222
Average Queue (ft)	181	212	185	192	209	66	119	223	240	250	116	112
95th Queue (ft)	236	250	259	257	266	200	237	381	391	412	232	188
Link Distance (ft)								915	915	915		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200				140	250				140	200
Storage Blk Time (%)	6	25	8		32		0	5		28	1	0
Queuing Penalty (veh)	26	100	40		25		2	6		70	4	0

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	L	T	R
Maximum Queue (ft)	234	195	151	150	423	417	190
Average Queue (ft)	133	36	56	126	224	133	154
95th Queue (ft)	202	120	107	187	383	352	221
Link Distance (ft)		555	555		398	398	
Upstream Blk Time (%)					3	2	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)	200			150			135
Storage Blk Time (%)	2			1	22	0	28
Queuing Penalty (veh)	1			3	43	1	13

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	EB	EB	EB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	93	93	97	72
Average Queue (ft)	2	3	2	21
95th Queue (ft)	70	95	68	48
Link Distance (ft)	915	915	915	578
Upstream Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	T	R	L	T	T	T	R	R	R
Maximum Queue (ft)	137	16	23	33	32	145	17	8	30	24	365	102
Average Queue (ft)	50	0	1	1	2	52	0	0	1	1	243	35
95th Queue (ft)	100	6	9	11	13	107	7	5	13	9	415	74
Link Distance (ft)		653	653	653			553	553	553		323	425
Upstream Blk Time (%)												35
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	234				140	210				170		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	B3009	B3009	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	T	T	L	L	T
Maximum Queue (ft)	180	197	210	358	354	465	200	8	79	126	206	326
Average Queue (ft)	105	125	132	210	210	269	184	0	3	44	70	197
95th Queue (ft)	167	179	186	310	314	424	240	0	38	91	133	288
Link Distance (ft)			406	406	406	406		553	553			1330
Upstream Blk Time (%)				0		2						
Queuing Penalty (veh)				0		10						
Storage Bay Dist (ft)	350	350					150			215	215	
Storage Blk Time (%)						17	26				0	6
Queuing Penalty (veh)						111	99				0	9

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R	R	L	L	
Maximum Queue (ft)	341	372	200	272	315	1072	823	861	57	66	133	156	
Average Queue (ft)	205	219	101	202	233	415	246	225	14	15	56	70	
95th Queue (ft)	300	333	237	325	374	1072	589	511	36	40	104	120	
Link Distance (ft)	1330	1330				1356	1356	1356	1356				
Upstream Blk Time (%)						1							
Queuing Penalty (veh)						4							
Storage Bay Dist (ft)			140	230	230					150	200	200	
Storage Blk Time (%)		27	0	19	32	4						0	
Queuing Penalty (veh)		43	0	95	158	22						0	

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	204	242	385	200
Average Queue (ft)	108	117	147	130
95th Queue (ft)	183	196	288	235
Link Distance (ft)	777	777	777	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				140
Storage Blk Time (%)	0		6	13
Queuing Penalty (veh)	0		19	21

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	82	101	55	297	221	466	412	454	43	366	674	832
Average Queue (ft)	17	20	4	128	52	151	104	157	8	35	91	188
95th Queue (ft)	49	66	24	276	147	389	259	314	27	163	409	639
Link Distance (ft)		527		286		821	821	821		1064	1064	1064
Upstream Blk Time (%)				12		0	0				0	3
Queuing Penalty (veh)				0		1	0				0	14
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)		1	0	41	0	8				0		21
Queuing Penalty (veh)		0	0	29	0	6				0		4

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	161
Average Queue (ft)	10
95th Queue (ft)	68
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	225	1575	24	55	31	175	364	326	346	111	64	581
Average Queue (ft)	195	614	1	11	8	124	167	142	157	3	7	136
95th Queue (ft)	285	1526	10	36	29	204	318	266	285	39	33	343
Link Distance (ft)		1650	541	541	541		533	533	533			821
Upstream Blk Time (%)		11										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	200					150				175	240	
Storage Blk Time (%)	21	27				7	7		6			1
Queuing Penalty (veh)	43	101				38	20		0			0

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	818	843	175
Average Queue (ft)	263	495	113
95th Queue (ft)	645	1000	231
Link Distance (ft)	821	821	
Upstream Blk Time (%)	0	19	
Queuing Penalty (veh)	0	39	
Storage Bay Dist (ft)			150
Storage Blk Time (%)		50	6
Queuing Penalty (veh)		206	17

Intersection: 13: East Commerce Way & Centene North/Bella Rose Driveway

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	200	246	31	163	203	155	192	41	532	574	588	225
Average Queue (ft)	122	179	2	47	65	49	64	5	106	282	411	103
95th Queue (ft)	257	292	16	105	145	117	138	24	362	666	781	279
Link Distance (ft)		203	305		546	546	546		533	533	533	
Upstream Blk Time (%)	1	65							0	5	45	
Queuing Penalty (veh)	0	0							0	16	153	
Storage Bay Dist (ft)	175			175				200				200
Storage Blk Time (%)	2	68		0	0				0		64	0
Queuing Penalty (veh)	4	125		0	0				0		71	0

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	L	T	R	L	T	T	T	R
Maximum Queue (ft)	125	298	36	33	54	48	36	275	347	390	325	171
Average Queue (ft)	92	127	4	2	11	8	8	70	139	132	143	11
95th Queue (ft)	149	271	19	13	38	30	30	149	276	278	273	73
Link Distance (ft)		278	522	522	522	522	522		869	869	869	
Upstream Blk Time (%)		6								0		
Queuing Penalty (veh)		0								0		
Storage Bay Dist (ft)	100							230				145
Storage Blk Time (%)	20	21							2		7	
Queuing Penalty (veh)	22	22							3		2	

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	SB	SB	SB	SB
Directions Served	L	T	T	TR
Maximum Queue (ft)	10	513	552	576
Average Queue (ft)	0	134	294	484
95th Queue (ft)	4	370	633	729
Link Distance (ft)		546	546	546
Upstream Blk Time (%)		0	0	55
Queuing Penalty (veh)		0	1	150
Storage Bay Dist (ft)	235			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	263	287	150	180	111	134	267	258	247	40	84	795
Average Queue (ft)	193	244	131	134	42	64	139	129	137	2	24	175
95th Queue (ft)	313	292	173	222	86	103	241	225	228	18	59	531
Link Distance (ft)	232	232		151			988	988	988			869
Upstream Blk Time (%)	15	81	41	68								0
Queuing Penalty (veh)	0	0	0	0								0
Storage Bay Dist (ft)			135		425	425				135	200	
Storage Blk Time (%)			78	33					8			1
Queuing Penalty (veh)			88	46					1			1

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	896	911	175
Average Queue (ft)	551	829	115
95th Queue (ft)	1119	1125	247
Link Distance (ft)	869	869	
Upstream Blk Time (%)	2	54	
Queuing Penalty (veh)	6	205	
Storage Bay Dist (ft)			150
Storage Blk Time (%)		85	0
Queuing Penalty (veh)		106	1

Cumulative 2040 PM
Queuing and Blocking Report

Intersection: 16: Truxel Road & Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	T	R	L	L	T	T
Maximum Queue (ft)	12	18	40	91	86	163	32	108	84	140	318	239
Average Queue (ft)	0	1	8	43	39	72	3	32	15	35	57	30
95th Queue (ft)	4	6	29	72	66	135	16	69	50	81	193	117
Link Distance (ft)		524	524	524	524		529				891	891
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200					140		140	230	230		
Storage Blk Time (%)						2		0			1	
Queuing Penalty (veh)						2		0			1	

Intersection: 16: Truxel Road & Terracina Drive

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T	R
Maximum Queue (ft)	191	159	49	189	268	282	314	49
Average Queue (ft)	32	15	2	64	98	111	141	1
95th Queue (ft)	109	75	19	132	213	224	262	29
Link Distance (ft)	891	891			1356	1356	1356	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			125	130				130
Storage Blk Time (%)		0		2	5		10	
Queuing Penalty (veh)		0		6	4		0	

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	155	413	120	80	229	539	598	591	482	258	194	388
Average Queue (ft)	135	199	38	19	89	191	171	138	114	26	45	153
95th Queue (ft)	180	380	86	48	187	382	373	336	290	108	107	288
Link Distance (ft)		425	524	524		961	961	961	961			891
Upstream Blk Time (%)		1						0				
Queuing Penalty (veh)		0						0				
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	43	9			7	19			7		0	9
Queuing Penalty (veh)	68	19			50	22			7		2	3

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	411	489	564
Average Queue (ft)	155	160	212
95th Queue (ft)	330	374	495
Link Distance (ft)	891	891	891
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	L	L	R
Maximum Queue (ft)	104	116	127	133	139	128	112	129
Average Queue (ft)	51	50	50	49	41	58	50	51
95th Queue (ft)	85	89	96	103	102	95	85	90
Link Distance (ft)	245	245	177	177	177	868	868	868
Upstream Blk Time (%)			0	0				
Queuing Penalty (veh)			0	0				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 19: I-5 Northbound Off Ramp & Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	293	289	259	247	247	224	708	746	745	733
Average Queue (ft)	238	220	129	151	206	191	181	711	713	692
95th Queue (ft)	308	303	217	241	243	211	614	725	729	751
Link Distance (ft)	264	264	164	164	164	164	693	693	693	693
Upstream Blk Time (%)	12	6	4	9	53	65	1	61	86	16
Queuing Penalty (veh)	46	23	18	37	222	273	0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	387	395	292	267	295	123	142	124	580	989	1009	225
Average Queue (ft)	239	240	163	153	172	41	61	26	114	454	942	218
95th Queue (ft)	334	335	247	233	246	79	115	77	309	1031	1141	274
Link Distance (ft)			638	638	638	638			989	989	989	
Upstream Blk Time (%)										0	20	
Queuing Penalty (veh)										0	87	
Storage Bay Dist (ft)	700	700					220	220				150
Storage Blk Time (%)								0	0		60	39
Queuing Penalty (veh)								0	0		333	89

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B1020	B1020	B1020	SB	SB	SB
Directions Served	L	L	T	T	T	R	T	T	T	L	L	T
Maximum Queue (ft)	327	365	518	388	171	54	202	156	100	275	826	1003
Average Queue (ft)	267	363	486	65	51	9	166	21	3	148	243	479
95th Queue (ft)	450	374	524	208	120	31	191	98	39	280	648	1162
Link Distance (ft)			414	414	414		150	150	150		988	988
Upstream Blk Time (%)			82	0			87	1	0		1	0
Queuing Penalty (veh)			0	0			0	0	0		6	3
Storage Bay Dist (ft)	290	290				200				200		
Storage Blk Time (%)	0	89			0					16	19	
Queuing Penalty (veh)	0	119			0					43	51	

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1008	575
Average Queue (ft)	958	568
95th Queue (ft)	1224	640
Link Distance (ft)	988	
Upstream Blk Time (%)	24	
Queuing Penalty (veh)	141	
Storage Bay Dist (ft)		500
Storage Blk Time (%)	0	89
Queuing Penalty (veh)	3	174

Cumulative 2040 PM
Queuing and Blocking Report

Intersection: 21: Arena Boulevard/Arena Boulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	281	352	289	340	199	77	921	966	977	205	114	60
Average Queue (ft)	99	146	117	138	24	22	157	653	869	140	45	10
95th Queue (ft)	195	277	233	271	115	57	541	1197	1211	288	91	34
Link Distance (ft)		989	989	989			949	949	949			463
Upstream Blk Time (%)							0	2	32			
Queuing Penalty (veh)							0	7	125			
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)	0	3		7			0		72	0	2	
Queuing Penalty (veh)	2	6		6			0		104	0	0	

Intersection: 21: Arena Boulevard/Arena Boulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	401	117
Average Queue (ft)	319	114
95th Queue (ft)	472	128
Link Distance (ft)	359	
Upstream Blk Time (%)	48	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		57
Storage Blk Time (%)	44	60
Queuing Penalty (veh)	130	118

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	39	206	401	280	286	214	138	1075	1102	1128	132	190
Average Queue (ft)	2	27	161	103	85	55	38	316	772	841	5	169
95th Queue (ft)	16	92	323	215	206	138	90	934	1453	1488	55	232
Link Distance (ft)			949	949	949			1099	1099	1099		
Upstream Blk Time (%)								0	1	27		
Queuing Penalty (veh)								1	4	90		
Storage Bay Dist (ft)	235	235				150	190				125	135
Storage Blk Time (%)			4		1	0	0	2		74		73
Queuing Penalty (veh)			2		5	1	0	2		1		1

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	NB	NB	B41	B41	SB	SB	SB	SB
Directions Served	T	R	T	T	L	L	TR	R
Maximum Queue (ft)	700	197	197	63	38	21	38	30
Average Queue (ft)	456	26	80	3	7	1	6	4
95th Queue (ft)	926	113	220	36	28	8	23	18
Link Distance (ft)	608	608	167	167	373	373	373	373
Upstream Blk Time (%)	50		28	0				
Queuing Penalty (veh)	73		42	0				
Storage Bay Dist (ft)								
Storage Blk Time (%)	0							
Queuing Penalty (veh)	0							

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B58
Directions Served	L	L	T	T	T	R	L	L	T	T	R	T
Maximum Queue (ft)	326	374	408	375	344	162	236	292	383	394	296	106
Average Queue (ft)	166	188	169	169	59	22	125	148	174	233	104	4
95th Queue (ft)	275	305	302	287	197	78	222	265	325	361	262	53
Link Distance (ft)			1099	1099	1099				362	362		1266
Upstream Blk Time (%)									2	6		
Queuing Penalty (veh)									4	9		
Storage Bay Dist (ft)	370	370				150	200	200				140
Storage Blk Time (%)	0	0	0		1	0	4	6	13	62	0	
Queuing Penalty (veh)	1	1	1		1	0	9	11	40	67	1	

Intersection: 23: Truxel Road & Arena Boulevard

Movement	B58	NB	NB	NB	NB	NB	NB	B33	B33	B33	B33	SB
Directions Served	T	L	L	T	T	T	TR	T	T	T	T	L
Maximum Queue (ft)	99	200	205	300	299	299	304	636	643	605	511	165
Average Queue (ft)	6	133	189	267	185	190	198	408	212	99	56	65
95th Queue (ft)	53	240	227	326	346	350	356	806	578	382	234	127
Link Distance (ft)	1266			205	205	205	205	611	611	611	611	
Upstream Blk Time (%)		1	18	65	18	19	23	32	3	0	0	
Queuing Penalty (veh)		0	0	262	74	76	91	130	11	0	0	
Storage Bay Dist (ft)		215	215									220
Storage Blk Time (%)		1	18	65								
Queuing Penalty (veh)		5	79	229								

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	T	R
Maximum Queue (ft)	171	394	574	849	929	220
Average Queue (ft)	80	92	119	182	366	149
95th Queue (ft)	140	222	306	540	897	272
Link Distance (ft)		961	961	961	961	
Upstream Blk Time (%)			0	0	5	
Queuing Penalty (veh)			0	0	28	
Storage Bay Dist (ft)	220					140
Storage Blk Time (%)		0			5	44
Queuing Penalty (veh)		0			14	103

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	199	185	177	61	113	74	84	34	44	136	126	160
Average Queue (ft)	82	63	61	13	44	21	24	6	7	65	60	64
95th Queue (ft)	155	127	126	35	86	51	56	23	27	109	102	119
Link Distance (ft)		1266	1266			743	743			878	878	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290			170	100			320	320			150
Storage Blk Time (%)			0		1	0					0	0
Queuing Penalty (veh)			0		0	0					0	0

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	70	90	179	181	139
Average Queue (ft)	26	38	100	94	46
95th Queue (ft)	55	70	155	149	85
Link Distance (ft)			791	791	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	145	145			145
Storage Blk Time (%)			1	1	0
Queuing Penalty (veh)			1	2	0

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	448	443	436	428	422	394	445	766	753	669	366	351
Average Queue (ft)	398	395	305	248	166	314	381	516	328	55	253	234
95th Queue (ft)	499	502	562	463	344	421	509	835	803	291	376	359
Link Distance (ft)	404	404	404	404	404			723	723	723		
Upstream Blk Time (%)	72	71	28	5	1			17	8	0		
Queuing Penalty (veh)	0	0	0	0	0			0	0	0		
Storage Bay Dist (ft)						345	345				380	380
Storage Blk Time (%)						3	16	30			0	0
Queuing Penalty (veh)						10	63	243			0	0

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	359	378	379	367	355	235	213	310	987	1006	1016	808
Average Queue (ft)	200	336	308	271	104	80	98	246	626	657	669	154
95th Queue (ft)	343	405	415	396	237	162	173	404	1048	1058	1067	598
Link Distance (ft)									1113	1113	1113	1113
Upstream Blk Time (%)									1	2	2	1
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)					550	550	220	220				
Storage Blk Time (%)	0						0	1	51			
Queuing Penalty (veh)	0						1	4	126			

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	142	154	141	152	134	233	231	213	196	201	182	122
Average Queue (ft)	70	83	84	87	74	136	131	101	96	96	88	50
95th Queue (ft)	120	128	124	127	113	197	198	178	156	151	142	104
Link Distance (ft)			1080	1080		227	227	227	214	214	214	214
Upstream Blk Time (%)						0	0	0	0	0	0	0
Queuing Penalty (veh)						1	1	0	0	0	0	0
Storage Bay Dist (ft)	425	425			425							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	224	220	216	124	141	148	133	83	202	207	186
Average Queue (ft)	124	127	120	52	78	78	53	20	123	113	87
95th Queue (ft)	176	182	181	90	117	118	99	56	179	175	150
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)									0	0	0
Queuing Penalty (veh)									0	0	0
Storage Bay Dist (ft)				210							
Storage Blk Time (%)				0							
Queuing Penalty (veh)				0							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	T	T
Maximum Queue (ft)	133	132	180	176	155	314	316
Average Queue (ft)	84	68	89	93	77	247	251
95th Queue (ft)	116	114	156	144	127	357	357
Link Distance (ft)	175	175	175	313	313	292	292
Upstream Blk Time (%)	0	0	0			6	6
Queuing Penalty (veh)	0	0	0			60	65
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	123	135	196	186	163	165
Average Queue (ft)	66	78	88	74	79	78
95th Queue (ft)	102	115	147	135	128	129
Link Distance (ft)	262	262			300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 81: Truxel Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	92	176	124	142	168	176	235	548	535	504	413	203
Average Queue (ft)	21	57	10	65	35	67	159	419	322	179	130	16
95th Queue (ft)	62	119	64	123	110	152	304	626	585	395	287	81
Link Distance (ft)		332			174			513	513	513	513	
Upstream Blk Time (%)					4			44	7	0	0	
Queuing Penalty (veh)					0			0	0	0	0	
Storage Bay Dist (ft)	140		120	120		210	210					195
Storage Blk Time (%)	0	1	0	1	4	0	2	53			4	0
Queuing Penalty (veh)	0	0	0	1	4	1	7	93			1	0

Intersection: 81: Truxel Road

Movement	SB	SB	SB	SB	SB	SB	B33	B33	B33	B33
Directions Served	L	T	T	T	T	R	T	T	T	T
Maximum Queue (ft)	189	426	428	430	424	160	34	38	36	21
Average Queue (ft)	26	199	204	211	219	46	1	1	1	1
95th Queue (ft)	102	364	372	384	392	141	30	24	25	21
Link Distance (ft)		611	611	611	611		205	205	205	205
Upstream Blk Time (%)		0	0	0	0		0	0	0	0
Queuing Penalty (veh)		0	0	1	1		0	0	0	0
Storage Bay Dist (ft)	180					135				
Storage Blk Time (%)		15			23	0				
Queuing Penalty (veh)		2			16	0				

Intersection: 86:

Movement	EB	WB	WB	B83	NB	NB	SB	SB	B41
Directions Served	LTR	L	TR	T	L	TR	L	TR	T
Maximum Queue (ft)	154	107	275	198	40	238	104	104	35
Average Queue (ft)	50	22	109	31	1	116	46	44	1
95th Queue (ft)	125	80	259	173	15	260	77	80	34
Link Distance (ft)	207		219	332		220		167	608
Upstream Blk Time (%)	2		14	2		29		0	
Queuing Penalty (veh)	0		38	5		0		2	
Storage Bay Dist (ft)		100			100		100		
Storage Blk Time (%)		0	22			34	0	0	
Queuing Penalty (veh)		0	7			0	0	1	

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 1020: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	39
Average Queue (ft)	1
95th Queue (ft)	29
Link Distance (ft)	414
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement	WB	NB	NB	SB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	348	43	68	540	529
Average Queue (ft)	126	1	5	166	166
95th Queue (ft)	263	17	28	501	496
Link Distance (ft)	373	292	292	527	527
Upstream Blk Time (%)	0			6	6
Queuing Penalty (veh)	1			0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	163	214
Average Queue (ft)	8	54
95th Queue (ft)	65	141
Link Distance (ft)	298	298
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 1030: Del Paso Rd

Movement	EB	EB	B32
Directions Served	T	TR	T
Maximum Queue (ft)	33	149	136
Average Queue (ft)	1	58	3
95th Queue (ft)	13	118	68
Link Distance (ft)	146	146	703
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1033: Del Paso Road/Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T	TR
Maximum Queue (ft)	261	170	178	1127	1180	1162
Average Queue (ft)	215	9	7	570	1025	1052
95th Queue (ft)	288	61	62	1314	1338	1341
Link Distance (ft)	153	153	153	1123	1123	1123
Upstream Blk Time (%)	31	0	1	0	1	5
Queuing Penalty (veh)	239	1	8	1	11	41
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1037: Del Paso Rd/Del Paso Road

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 1050: Truxel Road

Movement	SB	SB	SB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	9	12	27	4
Average Queue (ft)	0	0	1	0
95th Queue (ft)	9	9	18	3
Link Distance (ft)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1055: Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	T	R
Maximum Queue (ft)	7	10	585	625	642	676	728
Average Queue (ft)	0	0	141	494	595	607	625
95th Queue (ft)	4	5	465	624	685	700	956
Link Distance (ft)	164	164	638	638	638	638	638
Upstream Blk Time (%)			0	0	1	4	43
Queuing Penalty (veh)			0	1	6	18	175
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 1060: Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB
Directions Served	T	T	T	T	T	TR
Maximum Queue (ft)	3	3	2	2	17	318
Average Queue (ft)	0	0	0	0	0	149
95th Queue (ft)	2	2	2	2	11	237
Link Distance (ft)	177	177	499	499	499	499
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 1063: Arena Boulevard

Movement	EB	EB	WB	WB
Directions Served	T	TR	T	T
Maximum Queue (ft)	236	203	197	296
Average Queue (ft)	50	30	6	21
95th Queue (ft)	189	157	68	118
Link Distance (ft)	499	499	264	264
Upstream Blk Time (%)	0	0	0	0
Queuing Penalty (veh)	0	0	0	1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1065: Arena Boulevard

Movement	EB	EB
Directions Served	TR	R
Maximum Queue (ft)	54	54
Average Queue (ft)	5	4
95th Queue (ft)	26	24
Link Distance (ft)	574	574
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1067: Truxel Road

Movement	SB	SB	SB	SB
Directions Served	T	T	TR	R
Maximum Queue (ft)	16	44	140	96
Average Queue (ft)	0	2	7	2
95th Queue (ft)	7	17	64	53
Link Distance (ft)	681	681	681	681
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Cumulative 2040 PM
 Queuing and Blocking Report

Intersection: 1070: Northgate Boulevard

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	24	23
Average Queue (ft)	1	1
95th Queue (ft)	11	8
Link Distance (ft)	380	380
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1072: Northgate Boulevard

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	213	238
Average Queue (ft)	142	196
95th Queue (ft)	245	254
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3028: I-80 Westbound Off Ramp

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	46	229
Average Queue (ft)	1	27
95th Queue (ft)	29	107
Link Distance (ft)	341	341
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Cumulative 2040 PM Queuing and Blocking Report

Intersection: 3029: Northgate Boulevard

Movement	EB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	226	208	184
Average Queue (ft)	91	39	57
95th Queue (ft)	168	134	131
Link Distance (ft)	636	399	399
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4026: Truxel Road

Movement	NB	NB	NB
Directions Served	T	T	TR
Maximum Queue (ft)	95	54	24
Average Queue (ft)	5	1	1
95th Queue (ft)	36	20	18
Link Distance (ft)			
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 10309

Appendix D

Queue Length Report for Cumulative (2040) Plus Project Conditions

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	93386	93510	93599	93942	93547	93901	93950
Vehs Exited	92673	92850	93120	93323	92697	93397	93527
Starting Vehs	2035	2310	2313	2124	2173	2260	2285
Ending Vehs	2748	2970	2792	2743	3023	2764	2708
Denied Entry Before	726	669	670	709	668	779	672
Denied Entry After	16148	15736	15854	14780	15727	15269	15598
Travel Distance (mi)	47436	47433	47367	47586	47105	47307	47601
Travel Time (hr)	19223.5	18812.8	18532.1	17799.0	18575.5	18780.1	18611.1
Total Delay (hr)	17740.8	17327.9	17048.9	16310.0	17103.1	17298.4	17120.7
Total Stops	155956	153925	154448	153670	156850	154536	156858
Fuel Used (gal)	5986.7	5894.1	5830.3	5669.2	5828.8	5884.2	5852.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	8:45	8:45	8:45	8:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	93744	93462	94109	93715
Vehs Exited	93067	92789	93610	93103
Starting Vehs	2231	2278	2277	2205
Ending Vehs	2908	2951	2776	2817
Denied Entry Before	714	698	593	681
Denied Entry After	15457	16155	15818	15645
Travel Distance (mi)	47173	47064	47702	47377
Travel Time (hr)	18788.5	19109.3	18498.2	18673.0
Total Delay (hr)	17309.6	17637.0	17005.1	17190.1
Total Stops	155083	154631	156405	155240
Fuel Used (gal)	5879.9	5949.8	5834.1	5860.9

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	13732	13496	13502	13620	13623	13614	13743
Vehs Exited	13391	13372	13305	13337	13323	13414	13504
Starting Vehs	2035	2310	2313	2124	2173	2260	2285
Ending Vehs	2376	2434	2510	2407	2473	2460	2524
Denied Entry Before	726	669	670	709	668	779	672
Denied Entry After	2623	2649	2533	2627	2393	2712	2470
Travel Distance (mi)	6893	6864	6816	6818	6784	6893	6950
Travel Time (hr)	998.0	1014.7	1000.2	982.6	980.3	1036.7	997.2
Total Delay (hr)	782.8	800.0	787.5	768.9	767.9	821.1	779.6
Total Stops	21227	21203	21666	21283	21452	22221	21945
Fuel Used (gal)	460.7	466.0	459.5	455.3	455.6	470.5	462.1

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	13612	13565	13781	13613
Vehs Exited	13289	13431	13587	13398
Starting Vehs	2231	2278	2277	2205
Ending Vehs	2554	2412	2471	2445
Denied Entry Before	714	698	593	681
Denied Entry After	2547	2584	2384	2544
Travel Distance (mi)	6820	6834	7001	6867
Travel Time (hr)	1013.8	1008.0	965.9	999.8
Total Delay (hr)	799.9	793.9	747.3	784.9
Total Stops	21783	21545	21531	21579
Fuel Used (gal)	462.6	463.0	458.1	461.3

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	13607	13354	13248	13382	13473	13463	13458
Vehs Exited	13200	13203	13215	13350	13103	13137	13204
Starting Vehs	2376	2434	2510	2407	2473	2460	2524
Ending Vehs	2783	2585	2543	2439	2843	2786	2778
Denied Entry Before	2623	2649	2533	2627	2393	2712	2470
Denied Entry After	4827	4680	4731	4576	4468	4856	4629
Travel Distance (mi)	6768	6842	6767	6821	6767	6695	6839
Travel Time (hr)	1574.4	1548.2	1567.7	1502.3	1522.3	1582.7	1549.6
Total Delay (hr)	1363.1	1334.1	1355.6	1289.0	1310.9	1373.5	1335.9
Total Stops	22230	21686	22005	21782	22561	21596	22725
Fuel Used (gal)	588.5	585.1	587.0	573.7	574.9	586.7	584.3

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	13331	13518	13699	13442
Vehs Exited	13167	13333	13456	13235
Starting Vehs	2554	2412	2471	2445
Ending Vehs	2718	2597	2714	2661
Denied Entry Before	2547	2584	2384	2544
Denied Entry After	4786	4635	4378	4648
Travel Distance (mi)	6646	6777	6905	6783
Travel Time (hr)	1569.8	1552.7	1508.2	1547.8
Total Delay (hr)	1360.9	1340.9	1291.8	1335.6
Total Stops	21785	22195	22805	22129
Fuel Used (gal)	582.6	584.0	577.7	582.4

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	13276	13428	13622	13567	13255	13384	13351
Vehs Exited	13317	13297	13496	13483	13363	13449	13362
Starting Vehs	2783	2585	2543	2439	2843	2786	2778
Ending Vehs	2742	2716	2669	2523	2735	2721	2767
Denied Entry Before	4827	4680	4731	4576	4468	4856	4629
Denied Entry After	7149	6795	6817	6349	6738	6960	6802
Travel Distance (mi)	6844	6739	6897	6921	6799	6811	6774
Travel Time (hr)	2181.0	2098.3	2112.2	1987.0	2092.3	2174.8	2114.6
Total Delay (hr)	1967.2	1887.1	1896.5	1770.4	1880.0	1961.2	1902.4
Total Stops	23270	21944	22548	21986	23378	22231	22562
Fuel Used (gal)	728.1	706.0	716.4	687.5	708.2	726.5	711.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	13099	13148	13457	13349
Vehs Exited	13022	13075	13463	13332
Starting Vehs	2718	2597	2714	2661
Ending Vehs	2795	2670	2708	2676
Denied Entry Before	4786	4635	4378	4648
Denied Entry After	6979	7129	6534	6817
Travel Distance (mi)	6627	6595	6801	6781
Travel Time (hr)	2168.0	2126.2	2038.3	2109.3
Total Delay (hr)	1961.3	1919.8	1825.5	1897.1
Total Stops	21964	21470	22329	22353
Fuel Used (gal)	717.9	708.7	695.0	710.6

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	52771	53232	53227	53373	53196	53440	53398
Vehs Exited	52765	52978	53104	53153	52908	53397	53457
Starting Vehs	2742	2716	2669	2523	2735	2721	2767
Ending Vehs	2748	2970	2792	2743	3023	2764	2708
Denied Entry Before	7149	6795	6817	6349	6738	6960	6802
Denied Entry After	16148	15736	15854	14780	15727	15269	15598
Travel Distance (mi)	26930	26988	26888	27026	26755	26907	27038
Travel Time (hr)	14470.1	14151.5	13852.0	13327.1	13980.6	13985.8	13949.6
Total Delay (hr)	13627.7	13306.7	13009.2	12481.6	13144.4	13142.6	13102.8
Total Stops	89229	89092	88229	88619	89459	88488	89626
Fuel Used (gal)	4209.3	4137.1	4067.4	3952.8	4090.1	4100.4	4094.5

Interval #4 Information Recording

Start Time	7:45
End Time	8:45
Total Time (min)	60

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	53702	53231	53172	53272
Vehs Exited	53589	52950	53104	53135
Starting Vehs	2795	2670	2708	2676
Ending Vehs	2908	2951	2776	2817
Denied Entry Before	6979	7129	6534	6817
Denied Entry After	15457	16155	15818	15645
Travel Distance (mi)	27080	26857	26996	26947
Travel Time (hr)	14036.9	14422.3	13985.7	14016.2
Total Delay (hr)	13187.5	13582.5	13140.4	13172.5
Total Stops	89551	89421	89740	89147
Fuel Used (gal)	4116.9	4194.2	4103.3	4106.6

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.6	0.6
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	2.9	1.1	0.5
Total Delay (hr)	7.2	0.1	1.4	0.1	0.1	0.7	9.6
Total Del/Veh (s)	166.9	3.9	2.0	2.4	6.2	1.5	7.5
Vehicles Entered	150	50	2468	85	59	1770	4582
Vehicles Exited	150	50	2467	84	59	1770	4580
Hourly Exit Rate	86	29	1410	48	34	1011	2617
Input Volume	90	29	1632	56	34	1013	2854
% of Volume	95	99	86	86	99	100	92
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	12.8	353.0	75.5
Denied Del/Veh (s)	0.9	0.9	3.5	1.0	0.2	4.0	0.0	0.0	0.0	443.1	455.5	459.6
Total Delay (hr)	3.5	1.1	2.4	0.2	2.4	0.0	3.8	6.1	0.1	2.0	40.5	5.4
Total Del/Veh (s)	37.2	40.5	21.6	47.3	49.1	5.9	68.8	24.6	7.7	77.2	60.0	38.5
Vehicles Entered	332	100	398	18	174	26	197	881	67	89	2404	506
Vehicles Exited	332	101	397	18	173	26	198	884	66	90	2404	506
Hourly Exit Rate	190	58	227	10	99	15	113	505	38	51	1374	289
Input Volume	189	55	234	11	100	15	155	667	49	62	1591	339
% of Volume	100	105	97	94	99	99	73	76	77	83	86	85
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	14	3
Denied Entry After	0	0	0	0	0	0	0	0	0	15	386	85

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	441.8
Denied Del/Veh (s)	280.1
Total Delay (hr)	67.7
Total Del/Veh (s)	46.5
Vehicles Entered	5192
Vehicles Exited	5195
Hourly Exit Rate	2969
Input Volume	3467
% of Volume	86
Denied Entry Before	18
Denied Entry After	486

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.3	0.2	0.4	0.0	0.0	0.0	0.3	0.0	0.4	545.1	238.1	23.4
Denied Del/Veh (s)	2.6	0.6	2.7	0.0	0.0	0.0	3.1	0.3	3.2	1411.8	1416.6	1451.2
Total Delay (hr)	8.9	10.6	2.0	1.0	9.9	0.3	3.6	4.0	0.6	72.2	4.3	0.1
Total Del/Veh (s)	74.4	34.7	14.1	37.0	23.3	4.6	40.7	33.0	5.0	322.9	46.0	6.9
Vehicles Entered	422	1096	516	100	1510	220	314	437	406	762	333	30
Vehicles Exited	422	1097	516	99	1514	220	315	437	406	764	331	30
Hourly Exit Rate	241	627	295	57	865	126	180	250	232	437	189	17
Input Volume	245	633	290	67	1007	148	178	252	229	798	344	31
% of Volume	98	99	102	84	86	85	101	99	101	55	55	55
Denied Entry Before	0	0	0	0	0	0	0	0	0	12	5	0
Denied Entry After	0	0	0	0	0	0	0	0	0	628	272	28

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	808.1
Denied Del/Veh (s)	411.2
Total Delay (hr)	117.4
Total Del/Veh (s)	67.9
Vehicles Entered	6146
Vehicles Exited	6151
Hourly Exit Rate	3515
Input Volume	4222
% of Volume	83
Denied Entry Before	17
Denied Entry After	928

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	292.9	95.5	388.4
Denied Del/Veh (s)	0.0	0.0	0.0	561.1	564.8	226.4
Total Delay (hr)	22.6	3.2	2.3	51.9	5.2	85.1
Total Del/Veh (s)	65.2	8.3	7.6	120.4	37.5	53.3
Vehicles Entered	1242	1369	1077	1534	492	5714
Vehicles Exited	1233	1370	1078	1510	490	5681
Hourly Exit Rate	705	783	616	863	280	3246
Input Volume	915	890	691	1071	350	3917
% of Volume	77	88	89	81	80	83
Denied Entry Before	0	0	0	1	0	1
Denied Entry After	0	0	0	345	117	462

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.4	0.5
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.7	0.2
Total Delay (hr)	104.7	9.5	3.6	4.4	6.4	128.6
Total Del/Veh (s)	151.6	105.8	7.0	25.9	11.9	64.3
Vehicles Entered	2424	319	1846	602	1926	7117
Vehicles Exited	2418	320	1846	600	1926	7110
Hourly Exit Rate	1382	183	1055	343	1101	4063
Input Volume	1757	229	1237	344	1100	4667
% of Volume	79	80	85	100	100	87
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	50.8	87.0	34.9	371.7	368.4	221.6	13.5	16.1	20.5	0.0	0.1	0.3
Denied Del/Veh (s)	126.7	126.7	126.6	1132.0	1135.5	1154.4	87.3	79.3	81.9	0.9	0.1	1.0
Total Delay (hr)	54.8	36.3	15.7	31.3	2.4	1.3	40.0	8.8	10.6	2.2	19.4	3.8
Total Del/Veh (s)	140.7	54.0	58.6	140.4	11.1	10.5	262.0	43.8	43.2	60.7	47.0	14.5
Vehicles Entered	1389	2378	950	787	776	457	540	714	874	128	1472	931
Vehicles Exited	1380	2377	947	787	780	457	522	716	873	128	1473	932
Hourly Exit Rate	789	1358	541	450	446	261	298	409	499	73	842	533
Input Volume	832	1408	572	661	657	393	351	463	567	71	845	537
% of Volume	95	96	95	68	68	66	85	88	88	103	100	99
Denied Entry Before	1	4	1	20	19	11	0	0	0	0	0	0
Denied Entry After	55	93	41	395	392	234	16	19	26	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	1184.7
Denied Del/Veh (s)	336.7
Total Delay (hr)	226.5
Total Del/Veh (s)	70.7
Vehicles Entered	11396
Vehicles Exited	11372
Hourly Exit Rate	6498
Input Volume	7357
% of Volume	88
Denied Entry Before	56
Denied Entry After	1271

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	28.6	30.9	7.4	0.0	0.0	0.0	0.2	0.0	0.0	536.0	81.2	68.5
Denied Del/Veh (s)	69.2	67.9	67.1	0.0	0.0	0.0	2.4	0.3	0.1	1524.2	1530.0	1540.7
Total Delay (hr)	18.8	6.6	0.4	13.5	118.1	9.8	4.3	0.4	0.8	34.5	2.2	0.3
Total Del/Veh (s)	45.8	14.7	4.1	133.4	181.4	147.6	45.0	51.2	12.9	171.1	72.5	11.4
Vehicles Entered	1470	1615	391	362	2293	237	344	28	222	702	108	90
Vehicles Exited	1456	1611	391	354	2276	234	346	28	223	709	109	90
Hourly Exit Rate	832	921	223	202	1301	134	198	16	127	405	62	51
Input Volume	844	936	217	251	1567	156	203	16	126	706	108	91
% of Volume	99	98	103	81	83	86	97	100	101	57	58	57
Denied Entry Before	8	8	2	0	0	0	0	0	0	33	5	4
Denied Entry After	18	24	5	0	0	0	0	0	0	564	83	70

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	752.8
Denied Del/Veh (s)	314.2
Total Delay (hr)	209.8
Total Del/Veh (s)	94.9
Vehicles Entered	7862
Vehicles Exited	7827
Hourly Exit Rate	4473
Input Volume	5221
% of Volume	86
Denied Entry Before	60
Denied Entry After	764

8: Del Paso Rd & Via Ingoggia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	97.5	97.5
Denied Del/Veh (s)	0.0	0.0	0.0	767.8	53.8
Total Delay (hr)	2.0	10.7	0.8	31.3	44.9
Total Del/Veh (s)	2.8	12.3	7.2	347.0	25.2
Vehicles Entered	2543	3113	414	323	6393
Vehicles Exited	2547	3109	413	303	6372
Hourly Exit Rate	1455	1777	236	173	3641
Input Volume	1768	2044	267	264	4343
% of Volume	82	87	88	66	84
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	134	134

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.4	4.5	0.5	0.0	0.0	0.0	0.0	0.0	5.5
Denied Del/Veh (s)	5.6	6.2	7.1	0.2	0.1	0.2	0.1	0.5	2.7
Total Delay (hr)	5.8	1.7	0.1	6.0	2.4	0.2	1.7	5.2	23.0
Total Del/Veh (s)	90.2	2.3	1.9	68.9	2.6	2.3	24.2	56.4	11.1
Vehicles Entered	228	2593	270	311	3202	245	255	328	7432
Vehicles Exited	224	2595	271	310	3200	245	254	327	7426
Hourly Exit Rate	128	1483	155	177	1829	140	145	187	4243
Input Volume	154	1720	181	207	2125	162	152	186	4887
% of Volume	83	86	86	86	86	86	95	100	87
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.2	0.1	47.5	41.9	16.9	0.6	3.1	1.9
Denied Del/Veh (s)	0.0	0.0	0.0	2.1	0.3	2.1	251.6	244.0	209.6	5.7	5.4	8.1
Total Delay (hr)	6.3	11.8	10.1	6.5	33.9	0.9	97.4	13.3	0.7	10.0	44.0	13.4
Total Del/Veh (s)	52.5	30.7	35.1	63.2	54.0	20.3	534.6	82.4	8.8	85.6	76.7	57.4
Vehicles Entered	426	1387	1034	365	2252	155	620	570	268	411	2034	833
Vehicles Exited	425	1386	1030	365	2254	156	587	564	269	410	2028	831
Hourly Exit Rate	243	792	589	209	1288	89	335	322	154	234	1159	475
Input Volume	275	917	681	211	1286	87	630	509	236	266	1304	532
% of Volume	88	86	86	99	100	102	53	63	65	88	89	89
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	59	48	22	0	2	1

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	112.3
Denied Del/Veh (s)	38.5
Total Delay (hr)	248.4
Total Del/Veh (s)	85.3
Vehicles Entered	10355
Vehicles Exited	10305
Hourly Exit Rate	5889
Input Volume	6934
% of Volume	85
Denied Entry Before	0
Denied Entry After	132

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	4.1	0.1	1.1	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.2	0.1	0.6	0.0	0.3	0.5	8.2	1.0	1.4	8.7	0.1	21.1
Total Del/Veh (s)	23.9	8.1	19.4	20.9	9.0	29.4	13.1	18.5	27.9	10.3	7.2	12.6
Vehicles Entered	35	46	116	8	104	62	2264	200	176	2998	33	6042
Vehicles Exited	35	46	116	8	104	62	2262	199	177	2999	33	6041
Hourly Exit Rate	20	26	66	5	59	35	1293	114	101	1714	19	3452
Input Volume	20	25	65	5	58	41	1519	140	114	1944	20	3951
% of Volume	100	105	102	91	102	86	85	81	89	88	94	87
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	44.1	140.6	29.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	1.2	0.1	1.2	242.7	242.9	244.8
Total Delay (hr)	15.2	0.3	10.8	0.6	0.0	1.3	2.1	14.1	0.1	27.6	25.8	3.6
Total Del/Veh (s)	82.0	10.0	64.0	42.0	63.4	14.8	45.2	32.3	9.6	168.7	49.9	34.2
Vehicles Entered	659	98	602	50	1	320	167	1547	51	581	1841	380
Vehicles Exited	657	98	600	51	1	320	165	1549	51	567	1833	378
Hourly Exit Rate	375	56	343	29	1	183	94	885	29	324	1047	216
Input Volume	378	56	352	33	1	200	119	1122	34	411	1268	255
% of Volume	99	100	97	88	57	91	79	79	86	79	83	85
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	1	1
Denied Entry After	0	0	0	0	0	0	0	0	0	73	243	46

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	213.8
Denied Del/Veh (s)	115.6
Total Delay (hr)	101.6
Total Del/Veh (s)	57.5
Vehicles Entered	6297
Vehicles Exited	6270
Hourly Exit Rate	3583
Input Volume	4229
% of Volume	85
Denied Entry Before	3
Denied Entry After	362

13: East Commerce Way & Centene North/Bella Rose Driveway Performance by movement

Movement	EBL	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	3.3	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2
Denied Del/Veh (s)	99.7	106.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	6.5
Total Delay (hr)	1.6	5.3	0.0	5.0	2.4	0.0	0.1	31.0	2.3	47.7
Total Del/Veh (s)	52.6	121.4	6.2	64.5	5.8	3.2	18.8	49.8	34.4	37.6
Vehicles Entered	111	158	14	276	1510	5	14	2234	235	4557
Vehicles Exited	111	152	14	275	1511	5	14	2215	234	4531
Hourly Exit Rate	63	87	8	157	863	3	8	1266	134	2589
Input Volume	65	97	8	231	1235	3	11	1480	162	3292
% of Volume	98	90	100	68	70	95	73	86	83	79
Denied Entry Before	0	0	0	0	0	0	0	0	0	0
Denied Entry After	7	9	0	0	0	0	0	0	0	16

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	104.0	10.5	0.8	0.0	0.0	0.0	2.6	354.8	18.2
Denied Del/Veh (s)	4.3	0.4	0.8	791.9	856.4	714.0	0.0	0.0	0.0	615.9	551.9	578.3
Total Delay (hr)	1.0	1.0	1.4	42.7	0.3	0.0	2.2	6.8	1.7	0.6	72.9	2.0
Total Del/Veh (s)	76.4	73.0	60.4	458.8	38.9	10.0	59.3	12.1	8.5	186.8	143.5	80.7
Vehicles Entered	44	47	83	328	29	3	133	2011	728	11	1819	89
Vehicles Exited	44	47	82	301	29	3	131	2010	726	10	1779	90
Hourly Exit Rate	25	27	47	172	17	2	75	1149	415	6	1017	51
Input Volume	26	28	49	287	26	2	108	1657	616	10	1476	74
% of Volume	97	96	96	60	64	86	69	69	67	57	69	69
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	145	15	1	0	0	0	4	495	24

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	490.9
Denied Del/Veh (s)	294.1
Total Delay (hr)	132.5
Total Del/Veh (s)	89.1
Vehicles Entered	5325
Vehicles Exited	5252
Hourly Exit Rate	3001
Input Volume	4359
% of Volume	69
Denied Entry Before	1
Denied Entry After	684

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	21.3	0.4	58.8	0.0	0.0	0.0	2.3	53.8	5.8
Denied Del/Veh (s)	0.1	0.1	0.1	475.5	493.8	480.3	0.0	0.0	0.0	133.2	99.3	77.4
Total Delay (hr)	1.4	0.1	0.4	9.1	0.0	3.2	5.6	7.8	0.0	7.6	103.8	4.2
Total Del/Veh (s)	49.4	52.8	22.8	254.0	27.3	32.0	34.0	10.6	4.5	471.7	196.0	57.7
Vehicles Entered	98	6	68	128	3	358	593	2644	33	58	1882	262
Vehicles Exited	98	6	67	122	3	357	594	2646	34	52	1839	263
Hourly Exit Rate	56	3	38	70	2	204	339	1512	19	30	1051	150
Input Volume	58	3	39	88	2	247	510	2277	26	65	1606	212
% of Volume	97	114	98	79	86	83	67	66	75	46	65	71
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	33	0	83	0	0	0	4	69	8

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	All
Denied Delay (hr)	142.5
Denied Del/Veh (s)	81.0
Total Delay (hr)	143.3
Total Del/Veh (s)	83.4
Vehicles Entered	6133
Vehicles Exited	6081
Hourly Exit Rate	3475
Input Volume	5133
% of Volume	68
Denied Entry Before	0
Denied Entry After	197

16: Truxel Road & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.3	0.0	0.5	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	6.5	5.9	4.6	3.9	0.7	3.8	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	7.3	0.2	1.8	3.1	0.2	1.5	7.3	42.4	0.1	2.8	22.3	2.6
Total Del/Veh (s)	163.0	82.7	15.6	61.1	61.5	32.6	234.7	103.9	3.6	87.6	29.2	16.0
Vehicles Entered	160	7	402	182	9	161	110	1459	55	114	2736	573
Vehicles Exited	157	7	402	184	9	160	104	1430	55	113	2730	574
Hourly Exit Rate	90	4	230	105	5	91	59	817	31	65	1560	328
Input Volume	97	5	241	98	5	93	111	1385	50	73	1760	363
% of Volume	92	80	95	107	103	98	54	59	63	88	89	90
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

16: Truxel Road & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	91.4
Total Del/Veh (s)	54.9
Vehicles Entered	5968
Vehicles Exited	5925
Hourly Exit Rate	3386
Input Volume	4281
% of Volume	79
Denied Entry Before	0
Denied Entry After	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	1.0	0.0	1.3	0.0	0.0	0.0	2.0	39.2	0.4	0.0	0.2	0.0
Denied Del/Veh (s)	31.2	46.6	32.7	0.2	0.1	0.1	109.3	90.4	74.2	1.0	0.1	0.3
Total Delay (hr)	6.6	0.1	2.7	3.2	0.2	1.1	4.4	35.4	0.0	0.8	25.7	1.1
Total Del/Veh (s)	212.7	104.0	69.5	63.2	104.0	49.4	247.6	85.7	4.9	96.1	21.0	18.4
Vehicles Entered	110	3	140	178	6	76	63	1468	17	30	4389	211
Vehicles Exited	108	3	140	177	6	76	58	1440	17	30	4398	213
Hourly Exit Rate	62	2	80	101	3	43	33	823	10	17	2513	122
Input Volume	64	2	82	107	4	44	65	1438	16	19	2697	130
% of Volume	96	86	98	95	86	99	51	57	61	90	93	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	4	93	1	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	44.1
Denied Del/Veh (s)	23.4
Total Delay (hr)	81.2
Total Del/Veh (s)	43.3
Vehicles Entered	6691
Vehicles Exited	6666
Hourly Exit Rate	3809
Input Volume	4668
% of Volume	82
Denied Entry Before	0
Denied Entry After	98

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	2.4	1.5	1.7	0.3	6.0
Total Del/Veh (s)	7.6	5.8	8.3	3.9	6.9
Vehicles Entered	1152	967	750	239	3108
Vehicles Exited	1152	967	750	240	3109
Hourly Exit Rate	658	553	429	137	1777
Input Volume	643	778	424	137	1982
% of Volume	102	71	101	100	90
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	231.3	1584.1	1815.4
Denied Del/Veh (s)	0.0	0.0	1166.2	1161.0	729.7
Total Delay (hr)	4.5	4.8	4.1	83.4	96.9
Total Del/Veh (s)	10.2	10.0	31.2	91.9	49.2
Vehicles Entered	1584	1746	470	3206	7006
Vehicles Exited	1582	1745	472	3207	7006
Hourly Exit Rate	904	997	270	1833	4003
Input Volume	893	1376	399	2759	5427
% of Volume	101	72	68	66	74
Denied Entry Before	0	0	14	93	107
Denied Entry After	0	0	244	1706	1950

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	1402.4	1109.5	344.6	0.0	0.1	0.5	0.0	0.0	0.0	81.0	35.9	102.3
Denied Del/Veh (s)	1544.0	1542.7	1547.0	1.0	1.0	2.1	0.0	0.0	0.0	376.0	335.4	325.8
Total Delay (hr)	36.7	1.4	0.3	3.0	8.1	13.5	39.5	14.1	0.5	88.5	7.4	7.0
Total Del/Veh (s)	72.0	3.5	2.5	63.0	58.3	58.5	252.1	77.5	15.2	444.3	77.3	24.9
Vehicles Entered	1815	1438	449	168	489	820	546	650	119	683	343	1011
Vehicles Exited	1806	1439	450	167	496	820	539	645	119	660	341	1014
Hourly Exit Rate	1032	822	257	95	283	469	308	369	68	377	195	579
Input Volume	1797	1414	444	107	315	532	414	484	89	687	302	895
% of Volume	57	58	58	89	90	88	74	76	76	55	65	65
Denied Entry Before	130	104	30	0	0	0	0	0	0	0	0	0
Denied Entry After	1455	1151	353	0	0	0	0	0	0	93	42	119

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	3076.4
Denied Del/Veh (s)	943.0
Total Delay (hr)	220.0
Total Del/Veh (s)	91.6
Vehicles Entered	8531
Vehicles Exited	8496
Hourly Exit Rate	4855
Input Volume	7480
% of Volume	65
Denied Entry Before	264
Denied Entry After	3213

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.3	0.3	0.6	0.5	3.8
Total Delay (hr)	3.7	8.1	0.2	0.5	9.2	1.2	1.0	0.0	0.1	1.2	0.1	0.6
Total Del/Veh (s)	35.7	17.1	5.0	36.4	32.1	14.0	29.4	24.6	8.2	26.7	26.7	8.5
Vehicles Entered	371	1707	140	45	1020	299	116	6	34	163	9	261
Vehicles Exited	368	1700	139	46	1020	299	116	6	34	163	9	261
Hourly Exit Rate	210	971	79	26	583	171	66	3	19	93	5	149
Input Volume	375	1685	130	34	698	205	66	3	18	96	5	148
% of Volume	56	58	61	77	84	83	100	114	108	97	103	101
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.4
Total Delay (hr)	25.8
Total Del/Veh (s)	22.2
Vehicles Entered	4171
Vehicles Exited	4161
Hourly Exit Rate	2378
Input Volume	3463
% of Volume	69
Denied Entry Before	0
Denied Entry After	0

22: Innovator Road/Innovator Drive & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	1.0	0.1	0.3	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.1	0.3	5.4	31.3	6.5	0.1	0.0	0.0
Total Delay (hr)	5.0	7.0	0.8	1.1	4.3	3.1	14.4	0.1	0.5	8.6	0.2	0.3
Total Del/Veh (s)	41.0	22.5	9.4	47.3	26.9	15.7	74.3	59.1	10.4	38.7	48.1	10.3
Vehicles Entered	435	1116	304	84	572	713	688	7	159	796	15	100
Vehicles Exited	434	1111	302	84	573	713	690	7	160	794	15	101
Hourly Exit Rate	248	635	173	48	327	407	394	4	91	454	9	58
Input Volume	411	1049	300	69	449	559	430	4	99	481	9	58
% of Volume	60	61	58	70	73	73	92	100	92	94	95	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

22: Innovator Road/Innovator Drive & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.5
Denied Del/Veh (s)	1.1
Total Delay (hr)	45.4
Total Del/Veh (s)	32.5
Vehicles Entered	4989
Vehicles Exited	4984
Hourly Exit Rate	2848
Input Volume	3918
% of Volume	73
Denied Entry Before	0
Denied Entry After	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.8	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	4.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	18.9	6.6	4.9	5.0	8.9	0.7	21.8	9.1	0.8	9.6	73.3	1.1
Total Del/Veh (s)	113.6	34.0	24.2	59.9	43.7	17.0	165.1	45.5	23.9	79.6	62.3	46.6
Vehicles Entered	596	689	719	302	723	153	460	717	121	426	4201	88
Vehicles Exited	576	687	718	302	723	152	461	717	122	423	4193	88
Hourly Exit Rate	329	393	410	173	413	87	263	410	70	242	2396	50
Input Volume	469	538	569	178	413	86	553	881	147	260	2574	52
% of Volume	70	73	72	97	100	101	48	47	47	93	93	97
Denied Entry Before	0	0	0	0	1	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	1	0	0	0	0	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.4
Denied Del/Veh (s)	0.5
Total Delay (hr)	160.9
Total Del/Veh (s)	62.3
Vehicles Entered	9195
Vehicles Exited	9162
Hourly Exit Rate	5235
Input Volume	6720
% of Volume	78
Denied Entry Before	1
Denied Entry After	1

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.5	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.2	3.1	0.3	3.1	2.8	0.3	2.9
Total Delay (hr)	2.4	3.4	0.2	1.0	0.9	0.1	0.3	3.8	1.3	1.3	5.2	0.6
Total Del/Veh (s)	33.6	15.7	6.3	28.2	20.0	7.3	35.4	23.6	7.8	30.8	18.5	5.8
Vehicles Entered	257	782	93	132	156	58	27	580	617	154	1016	372
Vehicles Exited	257	784	94	133	156	58	27	579	615	154	1015	372
Hourly Exit Rate	147	448	54	76	89	33	15	331	351	88	580	213
Input Volume	191	609	73	78	89	31	15	327	356	90	579	215
% of Volume	77	74	74	97	100	107	103	101	99	98	100	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	1.1
Total Delay (hr)	20.6
Total Del/Veh (s)	17.4
Vehicles Entered	4244
Vehicles Exited	4244
Hourly Exit Rate	2425
Input Volume	2653
% of Volume	91
Denied Entry Before	0
Denied Entry After	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	57.8	825.0	59.4
Denied Del/Veh (s)	0.1	0.2	0.2	0.6	0.4	0.2	0.0	0.0	0.0	675.7	664.0	655.6
Total Delay (hr)	2.9	2.6	3.4	27.0	2.5	0.4	7.9	25.8	5.3	10.0	176.8	3.3
Total Del/Veh (s)	68.3	58.9	33.8	64.1	38.2	15.7	57.0	28.9	8.6	142.6	175.6	45.2
Vehicles Entered	153	160	366	1504	235	101	486	3182	2206	244	3510	258
Vehicles Exited	151	158	364	1488	233	100	491	3206	2212	246	3527	258
Hourly Exit Rate	86	90	208	850	133	57	281	1832	1264	141	2015	147
Input Volume	88	89	206	855	133	54	284	1833	1262	176	2578	188
% of Volume	98	101	101	99	100	106	99	100	100	80	78	78
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	1	0
Denied Entry After	0	0	0	0	0	0	0	0	0	64	963	68

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	942.6
Denied Del/Veh (s)	251.3
Total Delay (hr)	268.0
Total Del/Veh (s)	76.6
Vehicles Entered	12405
Vehicles Exited	12434
Hourly Exit Rate	7105
Input Volume	7746
% of Volume	92
Denied Entry Before	1
Denied Entry After	1095

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.3	0.8	0.0	0.0	1.0
Denied Del/Veh (s)	2.0	1.3	0.0	0.0	0.4
Total Delay (hr)	2.9	23.6	11.5	6.4	44.4
Total Del/Veh (s)	20.1	41.0	10.9	7.3	16.8
Vehicles Entered	514	2052	3788	3132	9486
Vehicles Exited	512	2050	3788	3132	9482
Hourly Exit Rate	293	1171	2165	1790	5418
Input Volume	301	1173	2187	2118	5779
% of Volume	97	100	99	85	94
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.2	0.0	0.1	0.0	0.3
Denied Del/Veh (s)	0.3	0.4	0.2	0.0	0.2
Total Delay (hr)	15.3	0.6	5.8	8.2	29.9
Total Del/Veh (s)	23.2	7.6	11.6	12.0	15.6
Vehicles Entered	2351	266	1790	2444	6851
Vehicles Exited	2348	266	1791	2447	6852
Hourly Exit Rate	1342	152	1023	1398	3915
Input Volume	1362	147	1027	1386	3922
% of Volume	99	103	100	101	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	209.7	414.0	0.0	0.2	623.8
Denied Del/Veh (s)	1010.5	1013.1	0.0	0.3	319.0
Total Delay (hr)	3.1	6.1	6.2	3.6	19.0
Total Del/Veh (s)	20.6	21.1	8.5	5.8	10.6
Vehicles Entered	536	1037	2612	2211	6396
Vehicles Exited	535	1037	2613	2211	6396
Hourly Exit Rate	306	593	1493	1263	3655
Input Volume	486	944	1490	1254	4174
% of Volume	63	63	100	101	88
Denied Entry Before	17	35	0	0	52
Denied Entry After	211	434	0	0	645

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Delay (hr)	5.6	3.6	5.3	14.5
Total Del/Veh (s)	16.8	6.9	9.0	10.0
Vehicles Entered	1184	1868	2132	5184
Vehicles Exited	1185	1869	2132	5186
Hourly Exit Rate	677	1068	1218	2963
Input Volume	678	1066	1230	2974
% of Volume	100	100	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

30: Duckhorn Drive & Snowy Egret Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	8.5	1.2	3.3	2.5	0.7	0.0	0.0	0.0	0.1	0.0	16.5
Denied Del/Veh (s)	23.7	35.2	36.2	35.4	37.4	28.5	3.6	0.4	0.4	3.9	0.3	24.0
Total Delay (hr)	0.0	20.8	2.8	25.3	9.0	3.1	0.3	0.9	1.6	1.1	0.4	65.4
Total Del/Veh (s)	48.3	86.7	83.3	263.5	132.1	124.7	31.6	21.1	14.5	34.2	13.9	94.8
Vehicles Entered	2	857	119	337	243	88	36	157	396	113	110	2458
Vehicles Exited	2	850	119	330	238	87	36	156	396	113	110	2437
Hourly Exit Rate	1	486	68	189	136	50	21	89	226	65	63	1393
Input Volume	1	496	66	230	165	57	23	89	224	66	63	1480
% of Volume	114	98	103	82	82	87	89	100	101	98	100	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	9	1	3	2	1	0	0	0	0	0	16

60: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	141.1	1266.8	37.5	0.0	0.0	0.0
Denied Del/Veh (s)	2.7	2.9	1.0	4.2	0.1	0.1	1698.6	1702.3	1646.9	0.0	0.0	0.0
Total Delay (hr)	5.3	0.2	3.4	0.2	0.1	0.1	7.5	40.6	0.0	1.1	51.0	2.7
Total Del/Veh (s)	252.9	29.5	22.7	70.7	24.1	22.6	199.4	119.1	3.9	83.8	49.0	29.8
Vehicles Entered	74	22	532	9	12	9	129	1207	37	46	3729	328
Vehicles Exited	74	22	535	9	12	9	129	1202	37	45	3676	327
Hourly Exit Rate	42	13	306	5	7	5	74	687	21	26	2101	187
Input Volume	55	16	375	6	6	5	169	1521	46	29	2390	209
% of Volume	77	79	82	86	114	103	44	45	46	89	88	89
Denied Entry Before	0	0	0	0	0	0	2	24	1	0	0	0
Denied Entry After	0	0	0	0	0	0	170	1472	45	0	0	0

60: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	1445.6
Denied Del/Veh (s)	665.4
Total Delay (hr)	112.1
Total Del/Veh (s)	65.2
Vehicles Entered	6134
Vehicles Exited	6077
Hourly Exit Rate	3473
Input Volume	4827
% of Volume	72
Denied Entry Before	27
Denied Entry After	1687

70: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.6	1.7	0.4	0.0	0.0	0.0	0.1	0.6	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	15.2	18.1	16.9	0.0	0.0	0.0	11.2	4.9	7.4	0.1	0.2	0.0
Total Delay (hr)	0.8	2.1	0.3	0.3	0.4	0.3	0.1	2.3	0.2	1.3	0.4	0.1
Total Del/Veh (s)	20.4	22.7	15.4	8.7	9.3	6.6	13.3	17.8	19.1	19.1	9.5	7.6
Vehicles Entered	141	332	74	136	151	180	24	472	35	241	138	33
Vehicles Exited	140	331	74	137	152	180	24	470	35	240	139	33
Hourly Exit Rate	80	189	42	78	87	103	14	269	20	137	79	19
Input Volume	84	192	41	114	123	147	14	268	19	221	136	29
% of Volume	95	99	103	69	71	70	98	100	105	62	58	65
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	2	5	1	0	0	0	0	0	0	0	0	0

70: Performance by movement

Movement	All
Denied Delay (hr)	3.4
Denied Del/Veh (s)	6.3
Total Delay (hr)	8.6
Total Del/Veh (s)	15.8
Vehicles Entered	1957
Vehicles Exited	1955
Hourly Exit Rate	1117
Input Volume	1388
% of Volume	80
Denied Entry Before	0
Denied Entry After	8

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.2	0.1	0.1	0.1	0.0	0.1	0.2	0.0
Total Del/Veh (s)	35.3	32.8	4.1	36.7	40.0	5.7	38.6	1.2	0.5	36.7	0.9	1.0
Vehicles Entered	15	13	14	14	16	40	12	168	17	13	826	15
Vehicles Exited	15	14	14	14	16	41	12	168	17	13	826	15
Hourly Exit Rate	9	8	8	8	9	23	7	96	10	7	472	9
Input Volume	10	10	10	10	10	25	10	102	10	10	556	10
% of Volume	86	80	80	80	91	94	69	94	97	74	85	86
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.2
Total Del/Veh (s)	3.7
Vehicles Entered	1163
Vehicles Exited	1165
Hourly Exit Rate	666
Input Volume	773
% of Volume	86
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.7	0.0	0.1	4.1	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.4	7.2	3.7	4.7	6.4	2.6	1.8	0.1	0.1	1.9	0.7	0.7
Vehicles Entered	16	14	14	14	17	39	17	18	20	14	531	35
Vehicles Exited	15	14	14	14	17	39	17	18	20	15	531	35
Hourly Exit Rate	9	8	8	8	10	22	10	10	11	9	303	20
Input Volume	10	10	10	10	10	25	10	10	10	10	354	24
% of Volume	86	80	80	80	97	89	97	103	114	86	86	83
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.3
Total Del/Veh (s)	1.3
Vehicles Entered	749
Vehicles Exited	749
Hourly Exit Rate	428
Input Volume	493
% of Volume	87
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.1	0.1	2.4	0.5	0.6	9.4	8.8	2.8	9.9	9.2	4.8
Vehicles Entered	15	767	14	70	601	15	11	14	38	17	17	15
Vehicles Exited	15	767	14	70	602	15	11	14	38	17	17	15
Hourly Exit Rate	9	438	8	40	344	9	6	8	22	10	10	9
Input Volume	10	482	10	48	421	10	10	10	25	10	10	10
% of Volume	86	91	80	83	82	86	63	80	87	97	97	86
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.4
Total Del/Veh (s)	0.9
Vehicles Entered	1594
Vehicles Exited	1595
Hourly Exit Rate	911
Input Volume	1056
% of Volume	86
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	2.7	0.2	0.2
Total Delay (hr)	0.2	0.2	0.0	0.9	0.1	0.0	0.1	0.9	0.0	0.2	0.8	0.0
Total Del/Veh (s)	37.5	1.8	7.5	33.6	30.2	7.5	36.0	2.9	2.3	31.0	3.5	2.2
Vehicles Entered	16	360	13	96	16	17	12	1114	28	20	780	19
Vehicles Exited	16	360	13	96	16	17	12	1116	28	19	776	19
Hourly Exit Rate	9	206	7	55	9	10	7	638	16	11	443	11
Input Volume	10	247	10	64	10	10	10	940	24	10	458	10
% of Volume	91	83	74	86	91	97	69	68	67	109	97	109
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	3.4
Total Del/Veh (s)	4.9
Vehicles Entered	2491
Vehicles Exited	2488
Hourly Exit Rate	1422
Input Volume	1803
% of Volume	79
Denied Entry Before	0
Denied Entry After	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.1	0.0	0.1	0.2	0.9	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.9	3.0	3.4	5.3	3.3	3.4	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.2	0.5	0.1	0.3	2.3	10.7	0.0	0.8	0.3
Total Del/Veh (s)	2.7	0.7	0.6	4.2	11.0	15.1	29.5	46.9	40.5	12.6	5.5	20.1
Vehicles Entered	81	626	76	206	168	16	41	173	942	13	494	53
Vehicles Exited	81	626	76	206	166	16	41	173	938	13	492	53
Hourly Exit Rate	46	358	43	118	95	9	23	99	536	7	281	30
Input Volume	73	517	64	127	102	10	24	97	532	10	341	38
% of Volume	63	69	68	93	93	91	98	102	101	74	82	80
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	1	0	0	0	0	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	1.6
Denied Del/Veh (s)	1.9
Total Delay (hr)	15.4
Total Del/Veh (s)	19.1
Vehicles Entered	2889
Vehicles Exited	2881
Hourly Exit Rate	1646
Input Volume	1935
% of Volume	85
Denied Entry Before	0
Denied Entry After	2

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.9	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	1.3	2.4	1.4	0.2	0.0	2.1	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	33.4	22.8	21.3	34.9	20.7	5.0	35.6	5.5	3.9	40.8	4.8	1.2
Vehicles Entered	15	205	399	145	41	14	211	23	36	15	14	15
Vehicles Exited	15	206	402	144	41	15	210	22	36	15	14	15
Hourly Exit Rate	9	118	230	82	23	9	120	13	21	9	8	9
Input Volume	10	146	290	89	25	10	140	16	24	10	10	10
% of Volume	86	81	79	92	94	86	86	79	86	86	80	86
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	7.9
Total Del/Veh (s)	24.8
Vehicles Entered	1133
Vehicles Exited	1135
Hourly Exit Rate	649
Input Volume	780
% of Volume	83
Denied Entry Before	0
Denied Entry After	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.5	0.2	0.3	3.9	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.8	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	9.4	6.2	5.6	6.3	2.6	2.5	0.7	0.8	2.2	0.4	0.3
Vehicles Entered	16	153	482	154	42	16	52	89	16	16	178	14
Vehicles Exited	16	152	483	154	42	16	52	90	16	16	179	14
Hourly Exit Rate	9	87	276	88	24	9	30	51	9	9	102	8
Input Volume	10	97	290	89	25	10	37	63	10	10	121	10
% of Volume	91	90	95	99	96	91	80	82	91	91	85	80
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.7
Total Delay (hr)	1.7
Total Del/Veh (s)	4.9
Vehicles Entered	1228
Vehicles Exited	1230
Hourly Exit Rate	703
Input Volume	772
% of Volume	91
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	1.6	0.1	0.6	0.4	0.2	0.1	0.4	0.2	4.4	0.1	0.0
Total Del/Veh (s)	35.3	4.7	13.9	33.3	4.5	6.2	36.0	1.5	7.2	29.7	2.0	1.8
Vehicles Entered	16	1205	18	66	294	110	11	984	76	525	109	17
Vehicles Exited	16	1205	18	66	294	111	11	986	76	524	109	17
Hourly Exit Rate	9	689	10	38	168	63	6	563	43	299	62	10
Input Volume	10	765	10	48	210	76	10	817	64	314	65	10
% of Volume	91	90	103	79	80	83	63	69	68	95	96	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	8.1
Total Del/Veh (s)	8.5
Vehicles Entered	3431
Vehicles Exited	3433
Hourly Exit Rate	1962
Input Volume	2399
% of Volume	82
Denied Entry Before	0
Denied Entry After	0

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	WBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	18.8	5.2	24.0
Total Del/Veh (s)	67.3	5.1	18.5
Vehicles Entered	990	3650	4640
Vehicles Exited	990	3650	4640
Hourly Exit Rate	566	2086	2651
Input Volume	944	2434	3378
% of Volume	60	86	78
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.1	0.1	0.2
Denied Del/Veh (s)	0.2	0.4	0.3
Total Delay (hr)	0.4	0.6	1.0
Total Del/Veh (s)	1.3	3.0	2.0
Vehicles Entered	1183	725	1908
Vehicles Exited	1184	725	1909
Hourly Exit Rate	677	414	1091
Input Volume	678	411	1089
% of Volume	100	101	100
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1030: Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	15.1	16.1	0.0	31.3
Denied Del/Veh (s)	43.3	51.8	0.0	26.7
Total Delay (hr)	10.3	5.8	0.7	16.8
Total Del/Veh (s)	29.9	18.9	1.3	14.5
Vehicles Entered	1244	1106	1831	4181
Vehicles Exited	1242	1102	1830	4174
Hourly Exit Rate	710	630	1046	2385
Input Volume	915	814	1222	2951
% of Volume	78	77	86	81
Denied Entry Before	0	0	0	0
Denied Entry After	14	15	0	29

1033: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.2	0.0
Total Delay (hr)	5.8	4.3	5.5	15.7
Total Del/Veh (s)	4.9	8.4	20.7	8.0
Vehicles Entered	4282	1847	951	7080
Vehicles Exited	4279	1846	951	7076
Hourly Exit Rate	2445	1055	543	4043
Input Volume	2812	1237	628	4677
% of Volume	87	85	87	86
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1037: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	2.0	2.5	4.6
Total Del/Veh (s)	2.2	3.4	2.7
Vehicles Entered	3378	2692	6070
Vehicles Exited	3378	2693	6071
Hourly Exit Rate	1930	1539	3469
Input Volume	2046	1846	3892
% of Volume	94	83	89
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1050: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.0	0.2	0.2	0.1
Total Delay (hr)	2.9	1.3	0.9	5.1
Total Del/Veh (s)	2.5	1.9	1.7	2.2
Vehicles Entered	4139	2444	1794	8377
Vehicles Exited	4140	2444	1795	8379
Hourly Exit Rate	2366	1397	1026	4788
Input Volume	2389	1386	1035	4810
% of Volume	99	101	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1055: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.2	3.5	0.6	5.3
Total Del/Veh (s)	0.9	7.2	6.6	2.8
Vehicles Entered	4789	1753	297	6839
Vehicles Exited	4788	1753	297	6838
Hourly Exit Rate	2736	1002	170	3907
Input Volume	3652	1380	245	5277
% of Volume	75	73	69	74
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1060: Arena Boulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.3	1.8	2.9
Total Del/Veh (s)	1.6	1.2	5.2	2.6
Vehicles Entered	1902	989	1204	4095
Vehicles Exited	1901	989	1208	4098
Hourly Exit Rate	1086	565	690	2342
Input Volume	1067	795	960	2822
% of Volume	102	71	72	83
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1063: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.1	1.6	2.5
Total Del/Veh (s)	1.8	1.1	2.6	2.2
Vehicles Entered	1650	252	2217	4119
Vehicles Exited	1650	251	2217	4118
Hourly Exit Rate	943	143	1267	2353
Input Volume	930	137	1775	2842
% of Volume	101	105	71	83
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1065: Arena Boulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.1	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.2	0.0	0.1
Total Delay (hr)	1.0	2.1	0.6	3.7
Total Del/Veh (s)	3.1	4.0	1.7	3.1
Vehicles Entered	1153	1871	1209	4233
Vehicles Exited	1152	1871	1210	4233
Hourly Exit Rate	658	1069	691	2419
Input Volume	643	1075	916	2634
% of Volume	102	99	75	92
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1067: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.6	4.9	4.0	12.5
Total Del/Veh (s)	2.2	5.6	6.4	4.0
Vehicles Entered	5838	3142	2270	11250
Vehicles Exited	5841	3132	2261	11234
Hourly Exit Rate	3338	1790	1292	6419
Input Volume	3360	2118	1541	7019
% of Volume	99	85	84	91
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1070: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.2	0.3	1.3	3.8
Total Del/Veh (s)	3.0	2.1	1.7	2.3
Vehicles Entered	2620	433	2746	5799
Vehicles Exited	2619	433	2746	5798
Hourly Exit Rate	1497	247	1569	3313
Input Volume	1495	249	1740	3484
% of Volume	100	99	90	95
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1072: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.3	0.2	0.5
Denied Del/Veh (s)	0.0	0.5	0.8	0.3
Total Delay (hr)	1.8	1.4	0.6	3.9
Total Del/Veh (s)	2.1	2.4	2.6	2.3
Vehicles Entered	3054	2134	900	6088
Vehicles Exited	3053	2132	900	6085
Hourly Exit Rate	1745	1218	514	3477
Input Volume	1744	1230	511	3485
% of Volume	100	99	101	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3028: I-80 Westbound Off Ramp Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	336.9	643.0	980.0
Denied Del/Veh (s)	1376.8	1371.4	1373.2
Total Delay (hr)	6.0	15.6	21.6
Total Del/Veh (s)	41.2	56.2	51.1
Vehicles Entered	517	991	1508
Vehicles Exited	517	990	1507
Hourly Exit Rate	295	566	861
Input Volume	486	944	1430
% of Volume	61	60	60
Denied Entry Before	24	42	66
Denied Entry After	364	697	1061

3029: Northgate Boulevard Performance by movement

Movement	EBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.5	3.0	4.4
Total Del/Veh (s)	7.2	5.0	5.6
Vehicles Entered	725	2132	2857
Vehicles Exited	727	2130	2857
Hourly Exit Rate	415	1217	1633
Input Volume	411	1230	1641
% of Volume	101	99	99
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	5.3	0.1	1.5	6.9
Total Del/Veh (s)	5.0	0.9	1.5	3.2
Vehicles Entered	3790	360	3645	7795
Vehicles Exited	3788	360	3646	7794
Hourly Exit Rate	2165	206	2083	4454
Input Volume	2187	208	2419	4814
% of Volume	99	99	86	93
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Delay (hr)	13975.2
Denied Del/Veh (s)	460.0
Total Delay (hr)	3214.9
Total Del/Veh (s)	120.7
Vehicles Entered	93715
Vehicles Exited	93103
Hourly Exit Rate	53202
Input Volume	263244
% of Volume	20
Denied Entry Before	681
Denied Entry After	15645

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	320	44	11	51	58
Average Queue (ft)	118	11	0	13	2
95th Queue (ft)	260	28	4	38	19
Link Distance (ft)	593	593			885
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			150	180	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	171	230	192	34	187	62	199	179	188	210	179	200
Average Queue (ft)	62	98	93	3	78	7	96	52	74	88	16	75
95th Queue (ft)	120	166	166	17	145	31	175	129	146	158	63	188
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)	0	1	3		3		3	0		3		2
Queuing Penalty (veh)	0	4	7		1		6	0		2		10

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	428	431	460	200
Average Queue (ft)	294	342	424	172
95th Queue (ft)	434	483	451	267
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)	2	8	58	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)	52		59	1
Queuing Penalty (veh)	32		200	3

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	274	496	484	200	61	95	297	291	61	69	218	132
Average Queue (ft)	175	177	183	86	16	31	152	162	22	22	110	71
95th Queue (ft)	280	426	412	193	46	66	235	243	47	52	182	114
Link Distance (ft)		869	869				703	703				745
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)	15	5	14	1			3					
Queuing Penalty (veh)	48	12	40	2			2					

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	138	160	327	370	793	739	44
Average Queue (ft)	66	10	326	369	759	214	8
95th Queue (ft)	110	70	334	371	776	673	27
Link Distance (ft)	745				739	739	
Upstream Blk Time (%)					92	0	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)		110	285	285			130
Storage Blk Time (%)	1	1	60	91		1	
Queuing Penalty (veh)	3	1	104	156		0	

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	255	260	169	173	350	500	787
Average Queue (ft)	204	207	69	72	337	472	669
95th Queue (ft)	281	286	127	133	408	602	1015
Link Distance (ft)	224	224	1021	1021			735
Upstream Blk Time (%)	22	20					41
Queuing Penalty (veh)	101	91					0
Storage Bay Dist (ft)					200	200	
Storage Blk Time (%)					77	82	1
Queuing Penalty (veh)					269	288	11

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	R	T	T	T	L	L	R	R	R
Maximum Queue (ft)	1048	1057	325	120	142	164	168	355	574	378	347
Average Queue (ft)	991	996	294	49	66	73	56	111	127	143	83
95th Queue (ft)	1191	1188	450	98	118	131	121	207	300	261	235
Link Distance (ft)	1021	1021		153	153	153		736	736		
Upstream Blk Time (%)	11	13		0	0	0		0	0		
Queuing Penalty (veh)	109	132		0	0	1		0	0		
Storage Bay Dist (ft)			210				150			400	400
Storage Blk Time (%)		66					1	3	0	0	0
Queuing Penalty (veh)		152					1	5	2	1	1

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	316	383	450	605	582	597	250	243	245	225	211	231
Average Queue (ft)	279	348	400	489	443	411	235	220	218	59	88	103
95th Queue (ft)	360	445	531	700	640	656	302	231	230	174	172	211
Link Distance (ft)												
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	28	46	57	16		35	43	14	26	2		2
Queuing Penalty (veh)	131	214	267	135		198	203	31	57	12		7

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	210	265	305	715	528	578	205	93	150	302	304	357
Average Queue (ft)	118	238	279	449	220	214	174	23	42	190	184	179
95th Queue (ft)	234	327	363	858	527	495	245	63	87	264	259	274
Link Distance (ft)				1064	1064	1064				869	869	869
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	3	17	69	0		1	33		0	0		5
Queuing Penalty (veh)	8	25	107	1		5	51		0	0		28

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	245	170
Average Queue (ft)	98	67
95th Queue (ft)	216	121
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	195	195
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	0

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	236	264	232	222	234	190	305	922	932	940	195	140
Average Queue (ft)	209	226	137	102	121	69	272	772	779	785	144	63
95th Queue (ft)	227	242	273	185	229	172	387	1105	1106	1105	262	123
Link Distance (ft)								916	916	916		
Upstream Blk Time (%)								13	15	18		
Queuing Penalty (veh)								86	97	118		
Storage Bay Dist (ft)	200	200				140	250				140	200
Storage Blk Time (%)	16	58	1		6	0	4	65		73	0	
Queuing Penalty (veh)	49	180	9		13	0	19	164		114	1	

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	L	T	R
Maximum Queue (ft)	148	60	109	150	449	432	103
Average Queue (ft)	81	11	42	147	416	289	22
95th Queue (ft)	129	35	80	165	430	571	59
Link Distance (ft)		681	681		398	398	
Upstream Blk Time (%)					89	21	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)	200			150			135
Storage Blk Time (%)				6	78	2	0
Queuing Penalty (veh)				23	277	2	0

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	EB	WB	WB	WB	WB	SB
Directions Served	T	T	T	T	R	R
Maximum Queue (ft)	11	326	329	353	164	588
Average Queue (ft)	1	79	85	92	35	437
95th Queue (ft)	14	294	306	327	153	799
Link Distance (ft)	916	652	652	652		578
Upstream Blk Time (%)		0	0	0		58
Queuing Penalty (veh)		0	0	1		0
Storage Bay Dist (ft)					130	
Storage Blk Time (%)				11	0	
Queuing Penalty (veh)				30	0	

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B3009	B3009
Directions Served	L	T	T	T	R	L	T	T	T	R	T	T
Maximum Queue (ft)	253	223	117	96	43	253	380	249	190	27	52	49
Average Queue (ft)	119	39	14	3	5	133	35	15	9	2	4	4
95th Queue (ft)	238	261	151	54	23	238	230	152	110	14	68	67
Link Distance (ft)		652	652	652			553	553	553		406	406
Upstream Blk Time (%)		1	0				1	0	0		0	0
Queuing Penalty (veh)		3	0				9	4	3		2	2
Storage Bay Dist (ft)	234				140	210				170		
Storage Blk Time (%)	7	0				8	0		0			
Queuing Penalty (veh)	42	0				56	0		0			

Intersection: 9: Five Star Way & Del Paso Rd

Movement	B3009	NB	SB
Directions Served	T	R	R
Maximum Queue (ft)	49	167	309
Average Queue (ft)	4	61	120
95th Queue (ft)	65	126	251
Link Distance (ft)	406	679	425
Upstream Blk Time (%)	0		1
Queuing Penalty (veh)	2		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	B3009	B3009	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	T	T	L	L	T
Maximum Queue (ft)	133	145	160	280	272	489	200	32	179	160	334	518
Average Queue (ft)	51	68	83	149	147	280	187	1	13	64	120	278
95th Queue (ft)	111	122	134	226	229	484	234	20	97	124	261	424
Link Distance (ft)			406	406	406	406		553	553			1330
Upstream Blk Time (%)								5				
Queuing Penalty (veh)								25				
Storage Bay Dist (ft)	350	350						150		215	215	
Storage Blk Time (%)							4	33		0	0	20
Queuing Penalty (veh)							30	97		0	0	41

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R	R	L	L
Maximum Queue (ft)	501	513	200	272	315	1388	1363	972	82	83	220	280
Average Queue (ft)	286	304	88	270	314	1277	255	105	22	24	103	200
95th Queue (ft)	426	443	242	282	321	1645	962	365	50	55	180	348
Link Distance (ft)	1330	1330				1356	1356	1356	1356			
Upstream Blk Time (%)						39	1	0				
Queuing Penalty (veh)						127	2	0				
Storage Bay Dist (ft)			140	230	230					150	200	200
Storage Blk Time (%)		43		55	88	0					1	2
Queuing Penalty (veh)		37		93	148	0					4	8

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	687	744	787	200
Average Queue (ft)	373	403	553	195
95th Queue (ft)	575	641	797	234
Link Distance (ft)	777	777	777	
Upstream Blk Time (%)	0	0	1	
Queuing Penalty (veh)	0	0	7	
Storage Bay Dist (ft)				140
Storage Blk Time (%)	36		52	10
Queuing Penalty (veh)	95		278	45

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	52	56	59	132	72	186	146	312	157	373	292	248
Average Queue (ft)	14	13	10	49	26	70	50	145	51	80	61	90
95th Queue (ft)	38	36	37	92	58	134	108	261	108	241	166	191
Link Distance (ft)		527		286		820	820	820		1064	1064	1064
Upstream Blk Time (%)										0		
Queuing Penalty (veh)										0		
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)			0	12		0			0	2		2
Queuing Penalty (veh)			0	4		0			0	3		0

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	97
Average Queue (ft)	6
95th Queue (ft)	43
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	225	1260	84	20	170	175	263	275	302	169	265	780
Average Queue (ft)	199	442	27	1	75	71	135	137	158	21	251	479
95th Queue (ft)	267	1118	65	8	131	145	213	211	243	75	311	805
Link Distance (ft)		1616	506	506	506		559	559	559			820
Upstream Blk Time (%)		1										2
Queuing Penalty (veh)		5										7
Storage Bay Dist (ft)	200					150				175	240	
Storage Blk Time (%)	27	10				0	5		6		68	2
Queuing Penalty (veh)	96	39				2	6		2		288	6

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	778	741	175
Average Queue (ft)	355	299	104
95th Queue (ft)	695	630	226
Link Distance (ft)	820	820	
Upstream Blk Time (%)	0	1	
Queuing Penalty (veh)	0	3	
Storage Bay Dist (ft)			150
Storage Blk Time (%)		30	0
Queuing Penalty (veh)		77	1

Intersection: 13: East Commerce Way & Centene North/Bella Rose Driveway

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	195	217	36	199	393	145	134	168	561	586	597	225
Average Queue (ft)	62	99	7	102	56	21	31	10	182	244	318	109
95th Queue (ft)	155	220	29	195	244	80	88	79	505	621	699	283
Link Distance (ft)		203	305		545	545	545		559	559	559	
Upstream Blk Time (%)	0	17			0				3	3	13	
Queuing Penalty (veh)	0	0			1				17	17	72	
Storage Bay Dist (ft)	175			175				200				200
Storage Blk Time (%)	0	20		11	0				23		38	0
Queuing Penalty (veh)	0	13		34	0				2		61	1

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	L	T	R	L	T	T	T	R
Maximum Queue (ft)	114	239	413	421	444	177	30	161	245	226	254	188
Average Queue (ft)	30	73	223	200	275	20	1	62	89	77	88	58
95th Queue (ft)	80	168	432	390	458	113	11	122	182	159	171	131
Link Distance (ft)		278	478	478	478	478	478		882	882	882	
Upstream Blk Time (%)		1	3	1	4	0						
Queuing Penalty (veh)		0	1	0	1	0						
Storage Bay Dist (ft)	100							230				145
Storage Blk Time (%)	1	10						0	0		1	0
Queuing Penalty (veh)	1	3						0	0		9	2

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	TR
Maximum Queue (ft)	25	320	583	594	604
Average Queue (ft)	2	28	432	453	502
95th Queue (ft)	11	172	699	699	693
Link Distance (ft)			545	545	545
Upstream Blk Time (%)			32	24	28
Queuing Penalty (veh)			125	91	110
Storage Bay Dist (ft)	235	235			
Storage Blk Time (%)			71		
Queuing Penalty (veh)			7		

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	132	86	150	189	193	203	218	243	275	117	310	922
Average Queue (ft)	42	25	119	134	90	103	82	90	115	6	156	828
95th Queue (ft)	91	58	178	212	150	161	169	184	219	42	401	1133
Link Distance (ft)	232	232		151			988	988	988			882
Upstream Blk Time (%)			28	54								61
Queuing Penalty (veh)			0	0								370
Storage Bay Dist (ft)			135		425	425				135	200	
Storage Blk Time (%)			53	34					5		0	91
Queuing Penalty (veh)			131	30					1		0	59

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	945	940	175
Average Queue (ft)	825	741	114
95th Queue (ft)	1148	1129	231
Link Distance (ft)	882	882	
Upstream Blk Time (%)	33	10	
Queuing Penalty (veh)	199	62	
Storage Bay Dist (ft)			150
Storage Blk Time (%)		35	0
Queuing Penalty (veh)		75	1

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 16: Truxel Road & Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	T	R	L	L	T	T
Maximum Queue (ft)	210	268	36	145	137	179	173	169	78	310	918	906
Average Queue (ft)	88	57	4	59	47	87	10	52	20	139	607	312
95th Queue (ft)	195	177	20	105	92	155	74	116	54	374	1199	883
Link Distance (ft)		473	473	473	473		529				891	891
Upstream Blk Time (%)											33	3
Queuing Penalty (veh)											127	10
Storage Bay Dist (ft)	200					140		140	230	230		
Storage Blk Time (%)	9	2				3	0	1			66	
Queuing Penalty (veh)	5	1				3	0	1			72	

Intersection: 16: Truxel Road & Terracina Drive

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T	R
Maximum Queue (ft)	656	205	8	215	452	480	527	215
Average Queue (ft)	45	15	0	77	203	219	245	112
95th Queue (ft)	253	88	3	177	398	413	454	272
Link Distance (ft)	891	891			1356	1356	1356	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			125	130				130
Storage Blk Time (%)		0		1	16		20	0
Queuing Penalty (veh)		0		7	12		72	0

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	153	421	198	146	230	941	925	910	412	34	186	486
Average Queue (ft)	87	136	84	32	74	481	353	149	78	3	28	217
95th Queue (ft)	164	385	156	93	218	1134	965	538	214	19	98	396
Link Distance (ft)		425	524	524		961	961	961	961			891
Upstream Blk Time (%)		11				15	3	0				
Queuing Penalty (veh)		0				51	10	0				
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	35	4			0	52			1			16
Queuing Penalty (veh)	30	2			0	34			0			3

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	493	497	493
Average Queue (ft)	210	192	197
95th Queue (ft)	394	377	386
Link Distance (ft)	891	891	891
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	L	L	R
Maximum Queue (ft)	120	122	84	84	92	113	126	86
Average Queue (ft)	51	56	34	38	44	52	60	37
95th Queue (ft)	86	91	67	72	80	84	97	67
Link Distance (ft)	245	245	177	177	177	868	868	868
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 19: I-5 Northbound Off Ramp & Arena Boulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	159	164	93	100	154	171	724	748	747	751
Average Queue (ft)	90	92	25	30	69	100	588	712	714	716
95th Queue (ft)	132	137	66	72	122	148	1006	729	732	737
Link Distance (ft)	264	264	164	164	164	164	693	693	693	693
Upstream Blk Time (%)					0	0	14	83	94	87
Queuing Penalty (veh)					0	0	0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R	
Maximum Queue (ft)	360	360	340	128	72	98	138	128	142	438	718	225	
Average Queue (ft)	333	331	45	7	10	13	62	34	32	70	326	204	
95th Queue (ft)	351	354	197	57	41	48	112	88	82	232	678	262	
Link Distance (ft)									989	989	989		
Upstream Blk Time (%)												0	
Queuing Penalty (veh)												0	
Storage Bay Dist (ft)	700	700					220	220				150	
Storage Blk Time (%)												6	40
Queuing Penalty (veh)												33	42

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B1020	B1020	B1020	SB	SB	SB
Directions Served	L	L	T	T	T	R	T	T	T	L	L	T
Maximum Queue (ft)	327	365	516	417	315	181	201	160	144	275	1038	1053
Average Queue (ft)	288	362	481	103	96	26	163	34	7	272	997	895
95th Queue (ft)	431	382	546	277	201	87	207	131	58	292	1075	1311
Link Distance (ft)			414	414	414		150	150	150		988	988
Upstream Blk Time (%)			76	0	0		81	2	0		59	21
Queuing Penalty (veh)			0	0	0		0	0	0		344	123
Storage Bay Dist (ft)	290	290				200				200		
Storage Blk Time (%)	1	85	0		2					83	82	
Queuing Penalty (veh)	1	137	1		1					286	280	

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1029	492
Average Queue (ft)	567	201
95th Queue (ft)	1245	395
Link Distance (ft)	988	
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		500
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	0

Intersection: 21: Arena Boulevard/Arena Boulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	259	280	217	296	166	78	129	265	460	205	100	59
Average Queue (ft)	114	120	62	98	16	20	43	49	201	95	39	11
95th Queue (ft)	203	223	144	201	71	52	88	136	353	216	77	34
Link Distance (ft)		989	989	989			943	943	943			463
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)	0	1		3					18	0	0	
Queuing Penalty (veh)	2	4		4					37	0	0	

Intersection: 21: Arena Boulevard/Arena Boulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	158	116
Average Queue (ft)	53	44
95th Queue (ft)	107	91
Link Distance (ft)	359	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		57
Storage Blk Time (%)	8	3
Queuing Penalty (veh)	12	3

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	158	185	307	232	304	169	105	98	172	332	210	190
Average Queue (ft)	71	77	88	56	86	34	40	31	33	108	114	174
95th Queue (ft)	123	136	225	171	214	90	87	74	95	214	204	223
Link Distance (ft)			943	943	943			1118	1118	1118		
Upstream Blk Time (%)			0	0								
Queuing Penalty (veh)			1	0								
Storage Bay Dist (ft)	235	235				150	190				125	135
Storage Blk Time (%)			1		3	0			5		5	47
Queuing Penalty (veh)			4		8	1			27		7	2

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	NB	NB	B50	SB	SB	SB	SB
Directions Served	T	R	T	L	L	TR	R
Maximum Queue (ft)	624	95	51	279	288	68	64
Average Queue (ft)	264	26	4	129	136	17	22
95th Queue (ft)	612	61	44	224	231	45	48
Link Distance (ft)	607	607	167	337	337	337	337
Upstream Blk Time (%)	3		0	1	1		
Queuing Penalty (veh)	9		1	1	1		
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	B58
Directions Served	L	L	T	T	T	R	L	L	T	T	R	T
Maximum Queue (ft)	379	421	704	481	570	200	166	169	212	344	263	7
Average Queue (ft)	174	184	150	108	81	134	80	80	71	205	65	0
95th Queue (ft)	329	359	529	320	357	223	136	136	155	290	180	6
Link Distance (ft)			1118	1118	1118				362	362		1266
Upstream Blk Time (%)			1	0	1					0		
Queuing Penalty (veh)			7	0	3					0		
Storage Bay Dist (ft)	370	370				150	200	200				140
Storage Blk Time (%)	4	6	0		0	10	0	0	0	34	1	
Queuing Penalty (veh)	7	10	0		0	16	0	0	1	29	2	

Intersection: 23: Truxel Road & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B33	B33	B33	B33	SB	SB
Directions Served	L	L	T	T	T	TR	T	T	T	T	L	L
Maximum Queue (ft)	202	205	308	190	200	245	645	645	582	151	211	310
Average Queue (ft)	129	196	278	55	65	80	615	223	39	3	105	205
95th Queue (ft)	250	236	289	131	147	181	649	620	259	68	177	375
Link Distance (ft)			205	205	205	205	611	611	611	611		
Upstream Blk Time (%)	0	42	79	0	0	1	41	1	0	0		
Queuing Penalty (veh)	0	0	312	1	0	5	161	6	0	0		
Storage Bay Dist (ft)	215	215									220	220
Storage Blk Time (%)	0	42	79								0	0
Queuing Penalty (veh)	0	86	435								1	1

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	T	T	T	T	R
Maximum Queue (ft)	692	673	702	735	220
Average Queue (ft)	392	404	415	439	76
95th Queue (ft)	603	603	611	639	232
Link Distance (ft)	961	961	961	961	
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)				140	
Storage Blk Time (%)	36			57	
Queuing Penalty (veh)	94			30	

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	194	141	144	64	115	62	88	32	48	145	145	168
Average Queue (ft)	87	65	63	15	41	15	29	4	9	66	61	62
95th Queue (ft)	155	119	118	40	83	42	64	18	30	111	106	116
Link Distance (ft)		1266	1266			743	743			878	878	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290			170	100			320	320			150
Storage Blk Time (%)			0		1	0					0	0
Queuing Penalty (veh)			0		0	0					1	0

Intersection: 24: Gateway Park Boulevard & Arena Boulevard

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	72	87	197	190	139
Average Queue (ft)	24	37	100	94	45
95th Queue (ft)	55	67	162	154	83
Link Distance (ft)			791	791	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	145	145			145
Storage Blk Time (%)		0	2	1	
Queuing Penalty (veh)		0	1	2	

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	105	88	178	174	163	348	424	501	227	62	147	160
Average Queue (ft)	49	27	74	86	47	214	261	284	68	11	62	93
95th Queue (ft)	85	64	134	140	123	309	376	409	150	39	131	140
Link Distance (ft)	404	404	404	404	404			723	723	723		
Upstream Blk Time (%)								0	0			
Queuing Penalty (veh)								0	0			
Storage Bay Dist (ft)						345	345				380	380
Storage Blk Time (%)						0	1	3				
Queuing Penalty (veh)						0	4	18				

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	159	379	391	386	214	216	135	310	1160	1169	1172	1164
Average Queue (ft)	102	258	264	264	129	121	46	187	1128	1133	1132	1124
95th Queue (ft)	144	344	348	348	198	183	97	389	1153	1154	1150	1263
Link Distance (ft)	681	681	681	681					1113	1113	1113	1113
Upstream Blk Time (%)									36	67	89	69
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)					550	550	220	220				
Storage Blk Time (%)							0	0	50			
Queuing Penalty (veh)							0	0	89			

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	104	115	607	595	599	242	248	253	211	201	192	133
Average Queue (ft)	44	61	162	203	312	81	144	208	107	101	92	45
95th Queue (ft)	85	93	372	461	569	167	228	267	154	148	140	98
Link Distance (ft)			1080	1080		227	227	227	214	214	214	214
Upstream Blk Time (%)			0			0	1	5	0	0	0	
Queuing Penalty (veh)			0			1	4	38	0	0	0	
Storage Bay Dist (ft)	425	425			425							
Storage Blk Time (%)				0	13							
Queuing Penalty (veh)				0	50							

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	337	416	515	278	129	153	186	152	222	210	185
Average Queue (ft)	133	191	262	48	53	71	91	51	133	124	91
95th Queue (ft)	235	321	404	134	97	119	143	104	188	183	149
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)									0	0	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (ft)				210							
Storage Blk Time (%)			20	0							
Queuing Penalty (veh)			14	0							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	T	T
Maximum Queue (ft)	120	121	204	219	197	176	160
Average Queue (ft)	70	54	159	119	86	128	78
95th Queue (ft)	110	101	195	182	147	184	140
Link Distance (ft)	175	175	175	313	313		
Upstream Blk Time (%)			4				
Queuing Penalty (veh)			7				
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	181	195	207	184	191	186
Average Queue (ft)	101	114	111	84	98	96
95th Queue (ft)	149	162	175	141	155	155
Link Distance (ft)	262	262			300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 30: Duckhorn Drive & Snowy Egret Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	120	655	225	1059	75	244	119	88
Average Queue (ft)	3	442	200	559	20	107	46	31
95th Queue (ft)	43	757	279	1215	52	180	89	69
Link Distance (ft)		615		1616		563		466
Upstream Blk Time (%)		31		0				
Queuing Penalty (veh)		0		1				
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		53	70	1		1	0	
Queuing Penalty (veh)		1	154	2		0	0	

Intersection: 60: Truxel Road

Movement	EB	EB	B65	WB	WB	NB	NB	NB	NB	NB	NB	NB
Directions Served	L	TR	T	L	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	164	362	193	38	34	93	235	563	531	516	250	82
Average Queue (ft)	86	149	19	5	5	26	161	530	332	137	64	10
95th Queue (ft)	174	313	122	23	21	69	320	545	679	407	166	43
Link Distance (ft)		332	219		174			513	513	513	513	
Upstream Blk Time (%)		7	5					91	11	0	0	
Queuing Penalty (veh)		31	20					0	0	0	0	
Storage Bay Dist (ft)	140			120		210	210					195
Storage Blk Time (%)	15	6					0	85				1
Queuing Penalty (veh)	60	3					0	142				0

Intersection: 60: Truxel Road

Movement	SB	SB	SB	SB	SB	SB	B33	B33	B33	B33
Directions Served	L	T	T	T	T	R	T	T	T	T
Maximum Queue (ft)	203	553	586	612	618	160	90	122	24	8
Average Queue (ft)	38	324	360	377	389	100	2	3	1	0
95th Queue (ft)	121	560	587	601	614	203	29	34	10	5
Link Distance (ft)		611	611	611	611		205	205	205	205
Upstream Blk Time (%)		0	0	0	0		0	0		
Queuing Penalty (veh)		0	0	1	3		0	0		
Storage Bay Dist (ft)	180					135				
Storage Blk Time (%)		28			40	0				
Queuing Penalty (veh)		8			83	1				

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 70:

Movement	EB	WB	WB	NB	NB	SB	SB	B50
Directions Served	LTR	L	TR	L	TR	L	TR	T
Maximum Queue (ft)	224	83	111	80	208	112	159	143
Average Queue (ft)	97	31	53	14	87	54	48	9
95th Queue (ft)	189	58	87	54	168	97	119	107
Link Distance (ft)	207		219		220		167	607
Upstream Blk Time (%)	9				4		3	0
Queuing Penalty (veh)	0				0		13	1
Storage Bay Dist (ft)		100		100		100		
Storage Blk Time (%)		0	0	0	10	5	0	
Queuing Penalty (veh)		0	0	0	1	8	0	

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	41	34	36	50	31	67	40	43	41	46	34	47
Average Queue (ft)	8	6	6	8	4	20	7	5	4	7	3	6
95th Queue (ft)	30	24	24	31	21	50	27	24	22	27	17	26
Link Distance (ft)		633	633		1629	1629		827	827		681	681
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			200			200		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L
Maximum Queue (ft)	33	33	36	26	21	44	13	3
Average Queue (ft)	8	5	10	5	3	11	0	0
95th Queue (ft)	30	23	33	22	16	29	4	2
Link Distance (ft)		1629	1629		1165	1165		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200			200			200	200
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	34	2	35	2	6	26	28	58	32	26	29
Average Queue (ft)	4	0	6	0	0	4	4	17	8	7	6
95th Queue (ft)	20	2	24	2	3	18	19	44	28	27	23
Link Distance (ft)		279		473	473		699	699		1165	1165
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		200			200			200		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	41	54	107	55	48	125	138	39	128	140
Average Queue (ft)	7	13	39	14	8	28	50	9	21	28
95th Queue (ft)	25	38	80	39	30	85	105	29	82	95
Link Distance (ft)		720		433		337	337		1394	1394
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200		200			200		
Storage Blk Time (%)									0	
Queuing Penalty (veh)									0	

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	40	24	114	170	225	578	52	162
Average Queue (ft)	8	1	23	12	60	293	7	47
95th Queue (ft)	30	10	65	94	205	573	32	122
Link Distance (ft)	478	478		481		1095		778
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			200		200		200	
Storage Blk Time (%)				2		41		2
Queuing Penalty (veh)				2		10		0

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	44	339	125	72	167	40	55	30
Average Queue (ft)	8	147	50	18	73	10	8	4
95th Queue (ft)	28	263	93	51	125	33	32	21
Link Distance (ft)	506	506		774		778		676
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			200		200		200	
Storage Blk Time (%)	0							
Queuing Penalty (veh)	0							

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	TR	L	TR	L	TR	L
Maximum Queue (ft)	31	148	66	57	24	4	20
Average Queue (ft)	8	64	31	19	1	0	0
95th Queue (ft)	29	105	51	43	9	3	7
Link Distance (ft)		774		270		974	
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)	200		200		200		200
Storage Blk Time (%)	0						
Queuing Penalty (veh)	0						

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	35	119	83	98	25	23	65	223	235	45
Average Queue (ft)	6	48	21	24	3	3	20	126	12	7
95th Queue (ft)	22	93	52	61	13	14	48	207	102	29
Link Distance (ft)		555		1013		1394	1394		974	974
Upstream Blk Time (%)	0									
Queuing Penalty (veh)	0									
Storage Bay Dist (ft)	200		200		200			200		
Storage Blk Time (%)	2									
Queuing Penalty (veh)	0									

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement	WB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	392	5	26
Average Queue (ft)	371	0	1
95th Queue (ft)	424	5	12
Link Distance (ft)	373	292	292
Upstream Blk Time (%)	15		
Queuing Penalty (veh)	141		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	132	171
Average Queue (ft)	4	46
95th Queue (ft)	45	118
Link Distance (ft)	298	298
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1030: Del Paso Rd

Movement	EB	EB	B32	B32	B32
Directions Served	T	TR	T	T	
Maximum Queue (ft)	252	257	709	702	686
Average Queue (ft)	150	192	290	326	158
95th Queue (ft)	307	290	793	813	641
Link Distance (ft)	146	146	703	703	703
Upstream Blk Time (%)	46	54	3	5	4
Queuing Penalty (veh)	385	448	19	29	21
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 1033: Del Paso Road/Del Paso Rd

Movement	WB	WB	WB
Directions Served	T	T	TR
Maximum Queue (ft)	188	416	445
Average Queue (ft)	5	113	177
95th Queue (ft)	72	311	363
Link Distance (ft)	1123	1123	1123
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1037: Del Paso Rd/Del Paso Road

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 1050: Truxel Road

Movement	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	T	T	T	T	T	T	TR	R
Maximum Queue (ft)	23	26	46	4	16	29	110	29
Average Queue (ft)	0	1	2	0	0	1	4	1
95th Queue (ft)	17	18	26	4	6	18	51	25
Link Distance (ft)	246	246	246	246				
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 1055: Arena Boulevard

Movement	WB	WB	WB
Directions Served	T	T	R
Maximum Queue (ft)	11	66	60
Average Queue (ft)	0	7	8
95th Queue (ft)	9	34	34
Link Distance (ft)	638	638	638
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1060: Arena Boulevard

Movement	WB
Directions Served	TR
Maximum Queue (ft)	106
Average Queue (ft)	39
95th Queue (ft)	85
Link Distance (ft)	499
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1063: Arena Boulevard

Movement	EB	EB	WB
Directions Served	T	TR	T
Maximum Queue (ft)	8	24	2
Average Queue (ft)	0	1	0
95th Queue (ft)	4	8	2
Link Distance (ft)	499	499	264
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report
 Cumulative 2040 With Project AM

07/22/2021

Intersection: 1065: Arena Boulevard

Movement	EB	EB	EB	WB
Directions Served	T	TR	R	T
Maximum Queue (ft)	59	149	151	2
Average Queue (ft)	1	33	35	0
95th Queue (ft)	44	93	96	1
Link Distance (ft)	574	574	574	245
Upstream Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1067: Truxel Road

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	T	T	TR	R
Maximum Queue (ft)	5	2	30	36	75	19
Average Queue (ft)	0	0	1	1	6	0
95th Queue (ft)	4	2	10	13	36	10
Link Distance (ft)	214	214	681	681	681	681
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1070: Northgate Boulevard

Movement	NB	NB
Directions Served	T	TR
Maximum Queue (ft)	32	32
Average Queue (ft)	1	1
95th Queue (ft)	14	12
Link Distance (ft)	380	380
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1072: Northgate Boulevard

Movement	NB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	28	89	180
Average Queue (ft)	1	4	23
95th Queue (ft)	21	36	98
Link Distance (ft)	300		
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3028: I-80 Westbound Off Ramp

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	389	400
Average Queue (ft)	358	363
95th Queue (ft)	397	383
Link Distance (ft)	341	341
Upstream Blk Time (%)	67	94
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3029: Northgate Boulevard

Movement	EB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	204	195	181
Average Queue (ft)	86	35	53
95th Queue (ft)	155	129	130
Link Distance (ft)	636	399	399
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4026: Truxel Road

Movement	NB	NB	NB	NB
Directions Served	T	T	TR	R
Maximum Queue (ft)	16	116	272	40
Average Queue (ft)	0	4	47	1
95th Queue (ft)	8	47	163	40
Link Distance (ft)	461	461	461	461
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	1	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 12496

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	86279	86514	86462	86764	85443	85680	86258
Vehs Exited	85686	85802	85636	86128	84809	84969	85642
Starting Vehs	2485	2469	2407	2459	2487	2574	2431
Ending Vehs	3078	3181	3233	3095	3121	3285	3047
Denied Entry Before	1043	881	1011	962	985	948	1065
Denied Entry After	24127	24271	24511	23883	24520	25145	24393
Travel Distance (mi)	47822	48099	47932	48053	47462	47407	47923
Travel Time (hr)	26185.1	26002.4	26432.1	26416.8	26459.4	27540.9	26539.4
Total Delay (hr)	24705.4	24516.3	24951.6	24932.0	24993.4	26076.3	25059.4
Total Stops	152823	158445	156136	157715	155153	154986	156043
Fuel Used (gal)	7613.4	7579.2	7669.4	7671.3	7659.5	7904.9	7690.1

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	85867	86065	86448	86182
Vehs Exited	85332	85434	86006	85543
Starting Vehs	2444	2448	2467	2453
Ending Vehs	2979	3079	2909	3077
Denied Entry Before	1010	875	1048	976
Denied Entry After	24278	24592	23930	24356
Travel Distance (mi)	47621	47989	48178	47849
Travel Time (hr)	26462.0	26673.2	25928.4	26464.0
Total Delay (hr)	24992.1	25190.7	24440.2	24985.7
Total Stops	153955	155368	154940	155545
Fuel Used (gal)	7667.6	7727.8	7566.9	7675.0

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	12971	12868	12876	13047	12733	12654	13032
Vehs Exited	12819	12670	12558	12801	12552	12657	12736
Starting Vehs	2485	2469	2407	2459	2487	2574	2431
Ending Vehs	2637	2667	2725	2705	2668	2571	2727
Denied Entry Before	1043	881	1011	962	985	948	1065
Denied Entry After	3712	3696	3727	3666	3783	4050	3745
Travel Distance (mi)	7192	7147	7098	7147	7135	7009	7198
Travel Time (hr)	1234.2	1207.4	1253.8	1222.5	1211.2	1259.7	1240.4
Total Delay (hr)	1011.5	985.6	1033.8	1000.7	990.9	1042.4	1017.5
Total Stops	22171	22901	22967	22695	22522	22493	22792
Fuel Used (gal)	529.1	519.4	529.4	525.5	521.0	528.7	530.9

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	12957	12815	13102	12903
Vehs Exited	12655	12594	12940	12702
Starting Vehs	2444	2448	2467	2453
Ending Vehs	2746	2669	2629	2649
Denied Entry Before	1010	875	1048	976
Denied Entry After	3732	3729	3739	3749
Travel Distance (mi)	7117	7035	7340	7142
Travel Time (hr)	1235.5	1201.2	1239.2	1230.5
Total Delay (hr)	1015.6	982.9	1013.0	1009.4
Total Stops	23025	21875	23076	22643
Fuel Used (gal)	526.9	515.6	534.8	526.1

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	12385	12505	12376	12463	12296	12422	12595
Vehs Exited	12242	12352	12309	12309	12116	12003	12423
Starting Vehs	2637	2667	2725	2705	2668	2571	2727
Ending Vehs	2780	2820	2792	2859	2848	2990	2899
Denied Entry Before	3712	3696	3727	3666	3783	4050	3745
Denied Entry After	6926	6747	6877	6903	6917	7276	6869
Travel Distance (mi)	6853	6909	6898	6876	6804	6779	6990
Travel Time (hr)	1989.2	1983.6	2005.0	1999.2	2028.9	2126.9	2016.0
Total Delay (hr)	1777.4	1769.6	1791.8	1786.9	1819.0	1917.3	1800.3
Total Stops	21431	22846	22444	22223	21912	21636	22724
Fuel Used (gal)	688.7	690.1	694.0	692.5	696.3	718.7	699.4

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	12425	12207	12563	12417
Vehs Exited	12342	11945	12515	12256
Starting Vehs	2746	2669	2629	2649
Ending Vehs	2829	2931	2677	2835
Denied Entry Before	3732	3729	3739	3749
Denied Entry After	6999	7081	6688	6921
Travel Distance (mi)	6861	6723	6988	6868
Travel Time (hr)	2026.8	2031.9	1977.8	2018.5
Total Delay (hr)	1814.9	1824.1	1761.6	1806.3
Total Stops	22034	21213	22101	22047
Fuel Used (gal)	698.0	694.0	692.5	696.4

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	12420	12445	12535	12349	12500	12211	12063
Vehs Exited	12294	12448	12290	12292	12327	12180	11902
Starting Vehs	2780	2820	2792	2859	2848	2990	2899
Ending Vehs	2906	2817	3037	2916	3021	3021	3060
Denied Entry Before	6926	6747	6877	6903	6917	7276	6869
Denied Entry After	10070	10087	10226	10263	10006	10833	10398
Travel Distance (mi)	6906	6920	6895	6844	6892	6815	6630
Travel Time (hr)	2815.4	2781.8	2860.2	2859.1	2837.2	2994.3	2871.1
Total Delay (hr)	2601.8	2567.6	2647.2	2647.6	2624.4	2784.8	2665.7
Total Stops	22300	22544	22595	22434	22444	22386	21665
Fuel Used (gal)	879.1	872.0	887.3	887.3	884.0	916.5	880.8

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	12122	12454	12314	12342
Vehs Exited	11908	12340	12068	12206
Starting Vehs	2829	2931	2677	2835
Ending Vehs	3043	3045	2923	2975
Denied Entry Before	6999	7081	6688	6921
Denied Entry After	10326	10237	10034	10243
Travel Distance (mi)	6571	6894	6793	6816
Travel Time (hr)	2873.6	2892.2	2786.8	2857.2
Total Delay (hr)	2669.7	2679.5	2576.5	2646.5
Total Stops	21457	22444	22106	22234
Fuel Used (gal)	880.6	896.3	868.0	885.2

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	48503	48696	48675	48905	47914	48393	48568
Vehs Exited	48331	48332	48479	48726	47814	48129	48581
Starting Vehs	2906	2817	3037	2916	3021	3021	3060
Ending Vehs	3078	3181	3233	3095	3121	3285	3047
Denied Entry Before	10070	10087	10226	10263	10006	10833	10398
Denied Entry After	24127	24271	24511	23883	24520	25145	24393
Travel Distance (mi)	26872	27123	27040	27186	26631	26803	27106
Travel Time (hr)	20146.2	20029.7	20313.0	20336.0	20382.0	21160.0	20411.9
Total Delay (hr)	19314.7	19193.5	19478.7	19496.8	19559.1	20331.8	19576.0
Total Stops	86921	90154	88130	90363	88275	88471	88862
Fuel Used (gal)	5516.5	5497.8	5558.8	5566.0	5558.2	5740.9	5579.1

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	48363	48589	48469	48498
Vehs Exited	48427	48555	48483	48386
Starting Vehs	3043	3045	2923	2975
Ending Vehs	2979	3079	2909	3077
Denied Entry Before	10326	10237	10034	10243
Denied Entry After	24278	24592	23930	24356
Travel Distance (mi)	27071	27336	27057	27022
Travel Time (hr)	20326.2	20547.9	19924.6	20357.8
Total Delay (hr)	19492.0	19704.2	19089.2	19523.6
Total Stops	87439	89836	87657	88612
Fuel Used (gal)	5562.1	5621.8	5471.7	5567.3

1: New Market Drive & East Commerce Way Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.6	0.6
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	3.1	1.1	0.5
Total Delay (hr)	8.4	0.0	1.4	0.0	0.1	1.0	10.9
Total Del/Veh (s)	189.5	3.2	1.9	2.1	4.4	2.0	8.1
Vehicles Entered	156	55	2699	56	59	1778	4803
Vehicles Exited	153	54	2699	56	59	1779	4800
Hourly Exit Rate	87	31	1542	32	34	1017	2743
Input Volume	90	29	2686	56	34	1013	3908
% of Volume	97	106	57	57	99	100	70
Denied Entry Before	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.6	14.8	3.4
Denied Del/Veh (s)	0.9	0.9	3.4	0.5	0.2	3.8	0.0	0.0	0.0	20.0	19.2	20.9
Total Delay (hr)	3.4	1.0	2.1	0.2	2.4	0.0	4.5	9.2	0.2	2.4	39.0	4.4
Total Del/Veh (s)	36.6	37.4	18.3	45.3	49.5	5.8	74.9	10.9	8.8	81.1	50.5	26.7
Vehicles Entered	335	96	420	17	176	26	211	3019	67	104	2756	589
Vehicles Exited	336	96	419	17	177	26	210	3021	67	104	2750	588
Hourly Exit Rate	192	55	239	10	101	15	120	1726	38	59	1571	336
Input Volume	189	55	234	11	100	15	155	2172	49	62	1591	339
% of Volume	102	100	102	88	101	99	77	79	78	96	99	99
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	2	1
Denied Entry After	0	0	0	0	0	0	0	0	0	0	21	4

2: Natomas Blvd & New Market Drive/Park Plaza Drive Performance by movement

Movement	All
Denied Delay (hr)	19.4
Denied Del/Veh (s)	8.9
Total Delay (hr)	68.9
Total Del/Veh (s)	31.5
Vehicles Entered	7816
Vehicles Exited	7811
Hourly Exit Rate	4463
Input Volume	4972
% of Volume	90
Denied Entry Before	3
Denied Entry After	25

3: El Centro Road & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.1	0.3	277.2	134.8	31.5
Denied Del/Veh (s)	3.5	0.2	3.5	0.7	0.0	0.0	3.1	0.3	3.1	888.7	880.8	908.4
Total Delay (hr)	0.9	6.9	0.4	1.4	3.8	0.7	3.1	6.5	1.1	70.5	3.7	0.1
Total Del/Veh (s)	41.3	54.5	14.8	36.1	21.9	4.9	36.0	34.7	13.1	331.3	36.6	6.1
Vehicles Entered	79	450	95	139	616	521	309	666	312	736	356	81
Vehicles Exited	78	444	94	139	616	520	310	668	312	722	356	81
Hourly Exit Rate	45	254	54	79	352	297	177	382	178	413	203	46
Input Volume	48	253	54	115	518	437	177	381	175	646	315	68
% of Volume	93	100	99	69	68	68	100	100	102	64	65	68
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	387	195	44

3: El Centro Road & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	444.4
Denied Del/Veh (s)	320.9
Total Delay (hr)	99.0
Total Del/Veh (s)	80.8
Vehicles Entered	4360
Vehicles Exited	4340
Hourly Exit Rate	2480
Input Volume	3187
% of Volume	78
Denied Entry Before	1
Denied Entry After	626

4: Del Paso Rd & I-5 SB Off Ramp Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	416.5	91.3	507.8
Denied Del/Veh (s)	0.0	0.0	0.0	995.5	1005.7	381.4
Total Delay (hr)	24.8	1.8	3.7	60.3	3.3	93.9
Total Del/Veh (s)	125.2	7.2	9.7	237.2	60.0	82.7
Vehicles Entered	710	878	1372	908	196	4064
Vehicles Exited	695	882	1373	870	195	4015
Hourly Exit Rate	397	504	785	497	111	2294
Input Volume	567	773	1194	853	184	3571
% of Volume	70	65	66	58	61	64
Denied Entry Before	0	0	0	0	0	0
Denied Entry After	0	0	0	598	131	729

5: I-5 NB Off Ramp & Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	2.6	8.6	11.3
Denied Del/Veh (s)	0.0	0.0	0.0	13.9	14.1	6.7
Total Delay (hr)	104.1	4.7	3.2	7.4	25.0	144.4
Total Del/Veh (s)	263.8	97.4	7.3	38.6	40.7	85.7
Vehicles Entered	1394	171	1566	682	2203	6016
Vehicles Exited	1352	169	1566	684	2195	5966
Hourly Exit Rate	773	97	895	391	1254	3409
Input Volume	1270	150	1581	386	1261	4648
% of Volume	61	64	57	101	99	73
Denied Entry Before	0	0	0	0	1	1
Denied Entry After	0	0	0	1	4	5

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	1.9	0.9	0.4	517.2	895.7	325.6	787.3	791.2	556.7	1.5	1.9	2.0
Denied Del/Veh (s)	4.2	2.7	2.4	1345.2	1346.9	1350.6	2045.0	1938.9	1955.2	10.5	8.5	9.2
Total Delay (hr)	93.4	13.6	3.3	17.8	29.3	2.2	80.6	8.1	2.2	26.3	15.1	8.1
Total Del/Veh (s)	198.0	38.8	17.5	78.6	73.9	15.7	537.1	49.7	19.9	180.2	66.9	37.2
Vehicles Entered	1663	1238	663	811	1409	511	502	578	396	516	805	778
Vehicles Exited	1656	1247	668	815	1405	514	490	585	398	504	805	777
Hourly Exit Rate	946	713	382	466	803	294	280	334	227	288	460	444
Input Volume	1207	869	453	769	1335	485	1025	1050	746	298	466	440
% of Volume	78	82	84	61	60	61	27	32	30	97	99	101
Denied Entry Before	1	0	0	39	64	24	25	28	16	0	0	0
Denied Entry After	1	0	0	573	985	357	884	891	629	3	3	4

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	3882.4
Denied Del/Veh (s)	984.3
Total Delay (hr)	300.0
Total Del/Veh (s)	107.6
Vehicles Entered	9870
Vehicles Exited	9864
Hourly Exit Rate	5637
Input Volume	9143
% of Volume	62
Denied Entry Before	197
Denied Entry After	4330

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	4.0	9.2	1.4	0.0	0.0	0.0	0.4	0.0	0.0	9.0	1.0	9.7
Denied Del/Veh (s)	17.2	15.7	17.0	0.0	0.0	0.0	2.5	0.6	0.3	47.4	47.8	46.8
Total Delay (hr)	14.9	20.0	0.6	5.4	47.9	4.8	8.8	0.6	2.1	22.6	0.9	5.6
Total Del/Veh (s)	63.1	33.9	6.9	68.4	72.2	43.6	48.3	35.4	17.9	117.8	41.0	26.8
Vehicles Entered	840	2117	295	279	2373	398	650	60	423	680	78	743
Vehicles Exited	835	2111	295	276	2342	395	650	60	426	680	79	743
Hourly Exit Rate	477	1206	169	158	1338	226	371	34	243	389	45	425
Input Volume	479	1215	167	174	1495	247	398	37	249	396	45	432
% of Volume	100	99	101	91	90	91	93	93	98	98	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0	1
Denied Entry After	3	6	1	0	0	0	0	0	0	3	0	3

7: Innovator Drive/Town Center Drive & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	34.9
Denied Del/Veh (s)	14.0
Total Delay (hr)	134.1
Total Del/Veh (s)	53.7
Vehicles Entered	8936
Vehicles Exited	8892
Hourly Exit Rate	5081
Input Volume	5334
% of Volume	95
Denied Entry Before	2
Denied Entry After	16

8: Del Paso Rd & Via Ingoggia Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	4.4	1.1	0.0	0.5	6.0
Total Del/Veh (s)	4.9	1.3	1.1	18.5	3.4
Vehicles Entered	3216	3044	38	96	6394
Vehicles Exited	3229	3044	38	96	6407
Hourly Exit Rate	1845	1739	22	55	3661
Input Volume	1860	1913	25	57	3855
% of Volume	99	91	87	96	95
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

9: Five Star Way & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Denied Delay (hr)	0.0	0.2	0.1	0.0	0.0	0.0	15.5	0.0	15.9
Denied Del/Veh (s)	0.7	0.2	1.0	0.1	0.0	0.2	122.2	0.2	7.4
Total Delay (hr)	1.6	2.3	0.1	3.3	1.2	0.0	20.8	0.8	30.1
Total Del/Veh (s)	33.3	2.4	2.4	64.6	1.4	1.4	165.8	20.9	14.0
Vehicles Entered	169	3511	222	182	2953	102	445	131	7715
Vehicles Exited	169	3514	224	181	2951	102	438	131	7710
Hourly Exit Rate	97	2008	128	103	1686	58	250	75	4406
Input Volume	99	2027	129	116	1862	63	269	76	4641
% of Volume	98	99	99	89	91	93	93	98	95
Denied Entry Before	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	12	0	12

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.1	0.2	0.1	0.2	3.1	9.2	2.8	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.3	2.3	0.3	2.2	16.8	14.8	22.3	0.0	0.0	0.0
Total Delay (hr)	12.1	21.0	10.3	6.1	22.5	1.9	56.9	43.2	1.6	4.6	15.4	4.7
Total Del/Veh (s)	54.8	36.7	32.2	61.9	43.2	23.3	297.9	69.3	12.9	66.6	23.9	26.5
Vehicles Entered	797	2040	1144	351	1843	289	667	2221	442	244	2301	642
Vehicles Exited	794	2049	1146	351	1847	291	643	2213	439	243	2298	640
Hourly Exit Rate	454	1171	655	201	1055	166	367	1265	251	139	1313	366
Input Volume	455	1194	663	205	1057	166	545	1755	351	140	1324	372
% of Volume	100	98	99	98	100	100	67	72	71	99	99	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	3	13	3	0	0	0

10: Truxel Road/Natomas Blvd & Del Paso Rd Performance by movement

Movement	All
Denied Delay (hr)	15.7
Denied Del/Veh (s)	4.4
Total Delay (hr)	200.4
Total Del/Veh (s)	55.0
Vehicles Entered	12981
Vehicles Exited	12954
Hourly Exit Rate	7402
Input Volume	8227
% of Volume	90
Denied Entry Before	0
Denied Entry After	19

11: East Commerce Way & Benefit Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	4.1	0.1	0.2	2.6	1.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.0	0.2	2.1	0.1	0.8	4.8	55.8	0.1	0.2	5.0	0.0
Total Del/Veh (s)	62.1	13.6	15.1	31.6	34.2	32.5	273.0	80.2	13.5	41.9	7.9	5.2
Vehicles Entered	40	2	50	242	9	91	63	2495	31	20	2243	25
Vehicles Exited	40	2	50	242	9	91	60	2470	31	20	2244	26
Hourly Exit Rate	23	1	29	138	5	52	34	1411	18	11	1282	15
Input Volume	25	1	28	141	5	51	73	2576	36	13	1657	18
% of Volume	91	114	102	98	103	102	47	55	49	88	77	83
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

11: East Commerce Way & Benefit Way Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.2
Total Delay (hr)	69.9
Total Del/Veh (s)	47.1
Vehicles Entered	5311
Vehicles Exited	5285
Hourly Exit Rate	3020
Input Volume	4624
% of Volume	65
Denied Entry Before	0
Denied Entry After	0

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.5	55.4	357.2	0.8	74.1	317.1	156.6
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	2.9	619.5	599.5	600.5	868.9	870.0	846.7
Total Delay (hr)	60.9	3.3	24.6	0.0	0.1	26.5	15.2	41.0	0.1	35.4	9.0	1.5
Total Del/Veh (s)	511.9	245.1	400.6	38.9	32.7	157.9	224.4	89.6	73.0	593.5	36.9	12.3
Vehicles Entered	417	48	218	1	11	597	242	1631	4	205	866	446
Vehicles Exited	381	46	202	1	11	590	234	1618	4	194	875	448
Hourly Exit Rate	218	26	115	1	6	337	134	925	2	111	500	256
Input Volume	378	42	201	1	10	557	280	1750	5	198	811	413
% of Volume	58	63	57	57	63	61	48	53	46	56	62	62
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	1	1
Denied Entry After	0	0	0	0	0	1	80	514	1	102	446	220

12: East Commerce Way & Snowy Egret Drive/West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	961.7
Denied Del/Veh (s)	572.3
Total Delay (hr)	217.7
Total Del/Veh (s)	164.6
Vehicles Entered	4686
Vehicles Exited	4604
Hourly Exit Rate	2631
Input Volume	4646
% of Volume	57
Denied Entry Before	2
Denied Entry After	1364

13: East Commerce Way & Centene North/Bella Rose Driveway Performance by movement

Movement	EBL	EBT	EBR	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	24.6	0.3	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	56.2
Denied Del/Veh (s)	273.6	469.9	282.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	52.2
Total Delay (hr)	9.6	0.0	1.9	0.0	3.5	22.3	0.0	0.0	2.1	0.2	39.7
Total Del/Veh (s)	121.6	40.0	19.6	13.0	99.4	41.5	6.0	18.5	8.0	5.4	37.7
Vehicles Entered	282	2	350	3	126	1930	14	9	946	122	3784
Vehicles Exited	275	2	350	3	122	1912	15	9	946	122	3756
Hourly Exit Rate	157	1	200	2	70	1093	9	5	541	70	2146
Input Volume	183	1	230	2	135	1911	13	10	892	111	3488
% of Volume	86	114	87	86	52	57	66	51	61	63	62
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	42	0	50	0	0	0	0	0	0	0	92

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	870.2	9.9	119.8	0.0	0.0	0.0	0.1	78.1	4.0
Denied Del/Veh (s)	4.0	0.2	0.2	2691.2	2729.4	2695.2	0.0	0.0	0.0	230.9	191.7	204.8
Total Delay (hr)	0.8	0.9	0.2	41.3	0.1	0.2	4.1	26.8	2.1	0.0	24.1	1.7
Total Del/Veh (s)	130.1	53.4	36.0	565.9	64.4	24.0	145.1	45.4	11.2	45.5	59.8	90.1
Vehicles Entered	22	63	16	239	3	32	101	2116	685	1	1437	68
Vehicles Exited	21	62	16	238	3	32	98	2095	685	1	1437	68
Hourly Exit Rate	12	35	9	136	2	18	56	1197	391	1	821	39
Input Volume	11	36	10	921	10	125	101	1995	627	1	1092	50
% of Volume	109	98	91	15	17	15	55	60	62	57	75	78
Denied Entry Before	0	0	0	64	1	8	0	0	0	0	1	0
Denied Entry After	0	0	0	925	10	128	0	0	0	0	29	2

14: East Commerce Way & Centene Center/Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	1082.0
Denied Del/Veh (s)	662.8
Total Delay (hr)	102.4
Total Del/Veh (s)	76.3
Vehicles Entered	4783
Vehicles Exited	4756
Hourly Exit Rate	2718
Input Volume	4979
% of Volume	55
Denied Entry Before	74
Denied Entry After	1094

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	16.6	0.4	35.5	0.6	0.0	0.3	0.0	0.0	0.0	4.3	138.5	10.2
Denied Del/Veh (s)	152.5	131.5	151.1	9.3	7.1	6.2	0.0	0.0	0.0	308.3	288.1	339.3
Total Delay (hr)	6.1	0.1	8.8	4.3	0.1	1.3	4.3	28.6	0.0	0.7	55.6	4.4
Total Del/Veh (s)	61.5	51.3	41.1	65.0	52.2	24.9	64.5	42.2	12.0	50.7	123.0	157.4
Vehicles Entered	355	10	768	235	8	189	238	2413	5	46	1590	98
Vehicles Exited	350	10	768	234	8	189	232	2404	5	47	1583	96
Hourly Exit Rate	200	6	439	134	5	108	133	1374	3	27	905	55
Input Volume	228	6	475	140	5	107	246	2426	7	55	1951	124
% of Volume	88	95	92	96	91	101	54	57	41	49	46	44
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	2	0
Denied Entry After	37	1	77	0	0	0	0	0	0	4	141	10

15: East Commerce Way & Centene South/KSP Arena Driveway Performance by movement

Movement	All
Denied Delay (hr)	206.4
Denied Del/Veh (s)	119.4
Total Delay (hr)	114.3
Total Del/Veh (s)	68.2
Vehicles Entered	5955
Vehicles Exited	5926
Hourly Exit Rate	3386
Input Volume	5770
% of Volume	59
Denied Entry Before	2
Denied Entry After	270

16: Truxel Road & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	0.0	0.1	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.4	0.0	0.6	3.9	0.7	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	11.4	0.2	1.0	2.6	0.1	0.5	5.1	15.6	0.3	3.0	10.2	0.5
Total Del/Veh (s)	70.1	67.7	11.2	67.0	78.4	13.1	78.7	16.0	6.1	75.6	17.0	7.3
Vehicles Entered	581	10	326	140	6	132	233	3502	172	143	2139	223
Vehicles Exited	573	10	325	139	6	131	229	3487	172	142	2153	224
Hourly Exit Rate	327	6	186	79	3	75	131	1993	98	81	1230	128
Input Volume	428	8	237	86	4	78	191	2859	145	83	1234	128
% of Volume	77	71	78	92	86	96	69	70	68	98	100	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	0	0	0	0	0	0	0	0	0	0	0

16: Truxel Road & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.6
Denied Del/Veh (s)	0.3
Total Delay (hr)	50.6
Total Del/Veh (s)	23.8
Vehicles Entered	7607
Vehicles Exited	7591
Hourly Exit Rate	4338
Input Volume	5481
% of Volume	79
Denied Entry Before	0
Denied Entry After	1

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Denied Del/Veh (s)	4.3	0.9	1.7	0.1	0.1	0.1	1.1	0.2	1.0	1.1	0.1	0.2
Total Delay (hr)	7.2	0.3	1.9	1.3	0.1	0.3	3.3	24.0	0.3	1.6	16.8	1.2
Total Del/Veh (s)	69.9	60.1	26.2	65.4	60.7	15.3	87.8	24.7	9.5	86.7	19.1	16.6
Vehicles Entered	368	16	261	72	3	67	132	3448	121	66	3147	264
Vehicles Exited	364	16	260	71	3	67	131	3477	121	66	3158	263
Hourly Exit Rate	208	9	149	41	2	38	75	1987	69	38	1805	150
Input Volume	212	9	147	42	2	37	115	2946	103	40	1850	157
% of Volume	98	102	101	97	86	103	65	67	67	94	98	96
Denied Entry Before	1	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway Performance by movement

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.4
Total Delay (hr)	58.2
Total Del/Veh (s)	26.0
Vehicles Entered	7965
Vehicles Exited	7997
Hourly Exit Rate	4570
Input Volume	5660
% of Volume	81
Denied Entry Before	1
Denied Entry After	0

18: Arena Boulevard & I-5 Southbound Off Ramp Performance by movement

Movement	EBT	WBT	SBL	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.1
Total Delay (hr)	2.2	2.0	1.6	0.5	6.3
Total Del/Veh (s)	8.1	5.7	8.4	4.4	6.9
Vehicles Entered	986	1230	697	397	3310
Vehicles Exited	987	1230	698	397	3312
Hourly Exit Rate	564	703	399	227	1893
Input Volume	562	1254	397	226	2439
% of Volume	100	56	100	100	78
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

19: I-5 Northbound Off Ramp & Arena Boulevard Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	1469.6	1114.0	3936.9	6520.5
Denied Del/Veh (s)	0.0	1194.8	2559.3	2541.3	1805.8
Total Delay (hr)	4.4	10.2	5.3	52.4	72.4
Total Del/Veh (s)	11.0	12.9	49.2	131.4	42.6
Vehicles Entered	1427	2841	388	1403	6059
Vehicles Exited	1429	2842	386	1402	6059
Hourly Exit Rate	817	1624	221	801	3462
Input Volume	812	2467	846	3004	7129
% of Volume	101	66	26	27	49
Denied Entry Before	0	125	90	328	543
Denied Entry After	0	1587	1179	4174	6940

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	20.7	9.5	0.2	3.1	16.1	12.1	51.7	11.4	0.2	21.5	10.3	46.7
Total Del/Veh (s)	59.3	25.7	3.3	67.5	49.0	52.3	261.6	67.3	10.0	132.8	67.9	105.9
Vehicles Entered	1254	1332	246	166	1166	823	684	602	78	560	536	1566
Vehicles Exited	1233	1324	246	166	1174	818	686	605	78	576	543	1551
Hourly Exit Rate	705	757	141	95	671	467	392	346	45	329	310	886
Input Volume	1687	1795	335	111	780	553	518	439	58	546	525	1538
% of Volume	42	42	42	85	86	85	76	79	77	60	59	58
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

20: East Commerce Way & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.1
Total Delay (hr)	203.6
Total Del/Veh (s)	80.2
Vehicles Entered	9013
Vehicles Exited	9000
Hourly Exit Rate	5143
Input Volume	8885
% of Volume	58
Denied Entry Before	0
Denied Entry After	0

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0	0.5
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	4.0	0.2	0.3	1.2	1.0	3.5
Total Delay (hr)	1.9	9.3	0.1	0.5	10.4	0.7	1.0	0.0	0.1	3.0	0.1	2.2
Total Del/Veh (s)	39.3	19.1	8.6	44.4	24.4	12.1	35.5	40.0	8.3	33.2	32.1	14.7
Vehicles Entered	170	1744	61	43	1523	202	101	3	30	322	12	528
Vehicles Exited	170	1750	61	43	1518	201	100	3	30	323	12	527
Hourly Exit Rate	97	1000	35	25	867	115	57	2	17	185	7	301
Input Volume	210	2107	76	31	1085	143	59	2	15	189	8	295
% of Volume	46	47	46	79	80	80	97	86	114	98	86	102
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	1	0	1

21: Arena Boulevard/Arena Boulevard & Sally Ride Way Performance by movement

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.6
Total Delay (hr)	29.4
Total Del/Veh (s)	22.1
Vehicles Entered	4739
Vehicles Exited	4738
Hourly Exit Rate	2707
Input Volume	4220
% of Volume	64
Denied Entry Before	0
Denied Entry After	2

22: Innovator Road/Innovator Drive & Arena Bloulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0	0.6
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.2	0.3	0.1	0.0	19.7	0.0	20.2
Total Delay (hr)	1.8	7.8	1.1	1.3	7.6	2.0	2.4	0.0	0.4	45.8	0.1	0.3
Total Del/Veh (s)	38.5	19.1	9.7	39.8	20.7	11.6	24.9	34.2	9.8	148.2	49.6	11.1
Vehicles Entered	171	1462	402	112	1316	630	350	4	134	1088	4	101
Vehicles Exited	170	1464	402	112	1317	632	350	4	135	1085	3	101
Hourly Exit Rate	97	837	230	64	753	361	200	2	77	620	2	58
Input Volume	194	1611	427	82	928	451	228	2	82	1090	4	103
% of Volume	50	52	54	78	81	80	88	114	94	57	43	56
Denied Entry Before	0	0	0	0	0	0	0	0	0	1	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	6	0	0

22: Innovator Road/Innovator Drive & Arena Bloulevard Performance by movement

Movement	All
Denied Delay (hr)	6.6
Denied Del/Veh (s)	4.1
Total Delay (hr)	70.6
Total Del/Veh (s)	43.7
Vehicles Entered	5774
Vehicles Exited	5775
Hourly Exit Rate	3300
Input Volume	5202
% of Volume	63
Denied Entry Before	1
Denied Entry After	6

23: Truxel Road & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.6	0.3	190.1	494.9	35.2	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.7	2.3	5.0	823.4	772.6	797.0	0.0	0.0	0.0
Total Delay (hr)	10.9	11.0	6.1	8.8	10.0	0.6	25.4	17.6	1.0	5.8	25.6	3.3
Total Del/Veh (s)	60.7	35.7	23.1	59.1	38.4	9.5	141.7	35.3	28.2	65.1	33.6	27.4
Vehicles Entered	628	1096	943	526	932	224	631	1779	122	322	2738	429
Vehicles Exited	632	1094	943	526	930	224	629	1789	123	315	2734	427
Hourly Exit Rate	361	625	539	301	531	128	359	1022	70	180	1562	244
Input Volume	651	1130	982	305	530	126	641	1793	129	190	1599	250
% of Volume	55	55	55	99	100	102	56	57	54	95	98	98
Denied Entry Before	0	0	0	0	0	0	12	33	2	0	0	0
Denied Entry After	0	0	0	0	0	0	200	527	37	0	0	0

23: Truxel Road & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	721.3
Denied Del/Veh (s)	233.2
Total Delay (hr)	126.1
Total Del/Veh (s)	43.4
Vehicles Entered	10370
Vehicles Exited	10366
Hourly Exit Rate	5923
Input Volume	8326
% of Volume	71
Denied Entry Before	47
Denied Entry After	764

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.6	0.1	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.8	0.2	0.2	3.1	0.3	3.1	2.8	0.3	2.8
Total Delay (hr)	1.9	2.9	0.1	1.1	0.9	0.1	0.3	3.8	1.4	1.3	5.1	0.6
Total Del/Veh (s)	34.6	9.1	6.0	28.8	21.0	6.7	37.0	23.3	7.6	31.2	17.9	5.7
Vehicles Entered	200	1142	80	140	161	54	25	577	639	150	1014	369
Vehicles Exited	200	1142	80	140	161	55	25	578	640	150	1012	370
Hourly Exit Rate	114	653	46	80	92	31	14	330	366	86	578	211
Input Volume	191	1069	73	78	89	31	15	327	356	90	579	215
% of Volume	60	61	63	103	103	101	95	101	103	95	100	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

24: Gateway Park Boulevard & Arena Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	19.4
Total Del/Veh (s)	15.3
Vehicles Entered	4551
Vehicles Exited	4553
Hourly Exit Rate	2602
Input Volume	3113
% of Volume	84
Denied Entry Before	0
Denied Entry After	0

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	268.3	97.4	381.6	209.6	38.7	20.3	0.0	0.0	0.0	61.6	607.9	68.4
Denied Del/Veh (s)	1568.3	1558.7	1555.8	355.3	349.3	346.8	0.0	0.0	0.0	537.2	538.4	538.9
Total Delay (hr)	64.5	2.2	2.3	80.8	6.3	1.6	28.9	28.2	2.7	15.2	178.8	5.5
Total Del/Veh (s)	716.4	69.6	18.9	152.9	64.2	29.8	100.3	30.1	6.3	154.2	185.9	52.4
Vehicles Entered	297	110	434	1868	354	189	1006	3342	1500	341	3351	377
Vehicles Exited	287	111	445	1839	349	187	1025	3360	1502	347	3351	377
Hourly Exit Rate	164	63	254	1051	199	107	586	1920	858	198	1915	215
Input Volume	352	128	506	1202	229	119	578	1913	840	248	2336	258
% of Volume	47	50	50	87	87	90	101	100	102	80	82	83
Denied Entry Before	0	0	0	2	0	0	0	0	0	0	1	0
Denied Entry After	319	115	449	256	45	22	0	0	0	72	714	80

25: Truxel Road & Gateway Park Boulevard Performance by movement

Movement	All
Denied Delay (hr)	1754.0
Denied Del/Veh (s)	414.3
Total Delay (hr)	416.9
Total Del/Veh (s)	111.6
Vehicles Entered	13169
Vehicles Exited	13180
Hourly Exit Rate	7531
Input Volume	8709
% of Volume	86
Denied Entry Before	3
Denied Entry After	2072

26: Truxel Road & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.4	0.8	0.0	0.0	1.1
Denied Del/Veh (s)	1.9	1.2	0.0	0.0	0.4
Total Delay (hr)	4.3	16.2	9.3	8.0	37.8
Total Del/Veh (s)	21.4	26.1	9.3	8.3	13.6
Vehicles Entered	713	2211	3604	3466	9994
Vehicles Exited	711	2211	3607	3468	9997
Hourly Exit Rate	406	1263	2061	1982	5713
Input Volume	412	1270	2043	2477	6202
% of Volume	99	99	101	80	92
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

27: Truxel Road & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	EBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.0	0.1	0.0	0.2
Denied Del/Veh (s)	0.2	0.3	0.2	0.0	0.1
Total Delay (hr)	9.9	1.2	5.4	9.2	25.7
Total Del/Veh (s)	20.2	10.1	8.8	10.3	12.1
Vehicles Entered	1750	422	2221	3209	7602
Vehicles Exited	1751	422	2219	3210	7602
Hourly Exit Rate	1001	241	1268	1834	4344
Input Volume	1002	236	1254	1857	4349
% of Volume	100	102	101	99	100
Denied Entry Before	0	0	0	0	0
Denied Entry After	0	0	0	0	0

28: Northgate Boulevard & I-80 Westbound Off Ramp Performance by movement

Movement	WBL	WBR	NBT	SBT	All
Denied Delay (hr)	0.1	0.3	0.0	459.0	459.4
Denied Del/Veh (s)	0.7	1.3	0.0	445.6	224.6
Total Delay (hr)	3.7	1.5	4.4	13.0	22.6
Total Del/Veh (s)	17.9	6.7	7.6	14.4	11.8
Vehicles Entered	735	828	2093	3250	6906
Vehicles Exited	736	828	2093	3250	6907
Hourly Exit Rate	421	473	1196	1857	3947
Input Volume	425	473	1195	2092	4185
% of Volume	99	100	100	89	94
Denied Entry Before	0	0	0	45	45
Denied Entry After	0	0	0	458	458

29: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBL	NBT	SBT	All
Denied Delay (hr)	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.2	0.0	0.1
Total Delay (hr)	3.3	2.9	4.5	10.7
Total Del/Veh (s)	15.7	5.4	6.9	7.6
Vehicles Entered	747	1931	2350	5028
Vehicles Exited	746	1931	2351	5028
Hourly Exit Rate	426	1103	1343	2873
Input Volume	415	1103	1474	2992
% of Volume	103	100	91	96
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

30: Duckhorn Drive & Snowy Egret Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.2	102.6	12.4	5.1	6.3	1.3	21.9	17.2	75.4	28.8	29.8	0.6
Denied Del/Veh (s)	820.2	792.4	742.7	58.8	55.2	52.2	607.0	594.5	581.6	669.2	641.9	550.1
Total Delay (hr)	0.0	27.3	3.5	19.4	11.9	2.5	3.6	4.4	19.7	16.8	5.8	0.0
Total Del/Veh (s)		338.9	312.3	220.1	103.9	97.0	138.0	198.7	203.0	611.9	190.3	30.0
Vehicles Entered	0	288	39	306	406	92	94	78	348	98	108	2
Vehicles Exited	0	266	37	300	400	91	91	75	333	84	103	2
Hourly Exit Rate	0	152	21	171	229	52	52	43	190	48	59	1
Input Volume	1	265	36	299	393	85	74	62	265	91	97	1
% of Volume	0	57	59	57	58	61	70	69	72	53	61	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	1	178	21	6	6	1	36	26	119	57	59	2

30: Duckhorn Drive & Snowy Egret Drive Performance by movement

Movement	All
Denied Delay (hr)	301.7
Denied Del/Veh (s)	458.0
Total Delay (hr)	114.9
Total Del/Veh (s)	219.3
Vehicles Entered	1859
Vehicles Exited	1782
Hourly Exit Rate	1018
Input Volume	1669
% of Volume	61
Denied Entry Before	0
Denied Entry After	512

60: Truxel Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.2	0.0	0.0	108.7	1157.7	21.2	0.0	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.4	0.4	1242.4	1237.8	1269.6	0.1	0.1	0.4
Total Delay (hr)	0.9	0.1	1.3	2.3	0.3	0.4	10.2	46.3	0.1	0.5	40.3	0.6
Total Del/Veh (s)	123.4	9.3	14.1	56.1	30.9	20.6	182.4	79.2	6.4	77.8	45.4	23.8
Vehicles Entered	26	29	321	148	32	63	197	2085	38	23	3177	90
Vehicles Exited	26	29	322	149	33	64	194	2066	38	22	3161	90
Hourly Exit Rate	15	17	184	85	19	37	111	1181	22	13	1806	51
Input Volume	21	21	263	84	19	38	175	1889	33	16	2250	67
% of Volume	71	79	70	101	99	96	63	62	66	79	80	77
Denied Entry Before	0	0	0	0	0	0	2	22	0	0	0	0
Denied Entry After	0	0	0	0	0	0	118	1282	22	0	0	0

60: Truxel Road Performance by movement

Movement	All
Denied Delay (hr)	1287.8
Denied Del/Veh (s)	605.9
Total Delay (hr)	103.2
Total Del/Veh (s)	59.2
Vehicles Entered	6229
Vehicles Exited	6194
Hourly Exit Rate	3539
Input Volume	4876
% of Volume	73
Denied Entry Before	24
Denied Entry After	1422

70: Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.0	0.0		0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.0	0.1	0.2	0.2	0.0	0.6	0.1	0.3	0.4	0.0
Total Del/Veh (s)	5.5	6.6	3.6	6.0	6.0	5.1		7.5	4.6	5.6	4.2	3.3
Vehicles Entered	37	98	26	32	133	152	0	264	79	199	306	12
Vehicles Exited	37	98	26	32	133	152	0	264	79	199	306	12
Hourly Exit Rate	21	56	15	18	76	87	0	151	45	114	175	7
Input Volume	22	59	15	29	110	122	1	150	42	204	298	11
% of Volume	96	95	99	63	69	71	0	101	107	56	59	62
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

70: Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	2.1
Total Del/Veh (s)	5.6
Vehicles Entered	1338
Vehicles Exited	1338
Hourly Exit Rate	765
Input Volume	1063
% of Volume	72
Denied Entry Before	0
Denied Entry After	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.2	0.1	0.2	0.1	0.0	0.3	0.2	0.0
Total Del/Veh (s)	32.5	29.1	4.1	38.3	27.0	6.4	35.9	1.7	1.0	36.5	1.1	1.1
Vehicles Entered	11	14	12	14	27	54	17	297	16	32	599	19
Vehicles Exited	11	14	11	14	27	54	17	298	16	32	599	19
Hourly Exit Rate	6	8	6	8	15	31	10	170	9	18	342	11
Input Volume	10	10	10	10	13	33	10	197	10	18	358	10
% of Volume	63	80	63	80	119	94	97	86	91	102	96	109
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.5
Total Del/Veh (s)	4.9
Vehicles Entered	1112
Vehicles Exited	1112
Hourly Exit Rate	635
Input Volume	689
% of Volume	92
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.0	0.0	0.1	4.1	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	5.6	4.6	3.7	4.9	6.3	2.4	1.9	0.1	0.0	2.1	0.6	0.7
Vehicles Entered	18	28	17	14	16	48	19	18	19	17	328	60
Vehicles Exited	18	28	17	14	16	48	19	18	19	16	328	60
Hourly Exit Rate	10	16	10	8	9	27	11	10	11	9	187	34
Input Volume	10	18	10	10	10	33	10	10	10	10	199	36
% of Volume	103	89	97	80	91	83	109	103	109	91	94	95
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	0.2
Total Del/Veh (s)	1.5
Vehicles Entered	602
Vehicles Exited	601
Hourly Exit Rate	343
Input Volume	366
% of Volume	94
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	0.4	0.1	3.9	0.8	0.9	8.4	1.1	4.4	8.7	8.4	3.5
Vehicles Entered	13	546	12	26	418	15	13	108	10	17	16	20
Vehicles Exited	13	547	12	26	421	15	12	108	10	16	16	20
Hourly Exit Rate	7	313	7	15	241	9	7	62	6	9	9	11
Input Volume	10	459	10	18	295	10	10	90	10	10	10	10
% of Volume	74	68	69	83	82	86	69	69	57	91	91	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.4
Total Del/Veh (s)	1.1
Vehicles Entered	1214
Vehicles Exited	1216
Hourly Exit Rate	695
Input Volume	942
% of Volume	74
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	733.7	6.8
Denied Del/Veh (s)	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1341.8	1325.3	1281.0
Total Delay (hr)	0.1	0.2	0.1	3.4	0.1	0.0	0.1	0.5	0.1	0.7	93.9	1.0
Total Del/Veh (s)	40.9	1.3	46.9	233.3	32.8	6.4	34.8	2.8	2.3	218.8	284.4	272.6
Vehicles Entered	8	589	8	51	15	14	12	680	113	11	1146	12
Vehicles Exited	8	589	8	51	15	14	12	681	113	10	1128	12
Hourly Exit Rate	5	337	5	29	9	8	7	389	65	6	645	7
Input Volume	10	799	10	33	10	10	10	547	90	10	1147	10
% of Volume	46	42	46	88	86	80	69	71	72	57	56	69
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	2	0
Denied Entry After	0	0	0	0	0	0	0	0	0	7	847	7

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Delay (hr)	747.2
Denied Del/Veh (s)	764.1
Total Delay (hr)	100.3
Total Del/Veh (s)	133.3
Vehicles Entered	2659
Vehicles Exited	2641
Hourly Exit Rate	1509
Input Volume	2686
% of Volume	56
Denied Entry Before	2
Denied Entry After	861

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	610.5	362.4	9.5	130.5	218.4	425.4	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1965.7	1976.8	2133.1	2498.5	2536.4	2518.7	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	5.2	17.4	0.4	23.6	11.8	23.0	0.9	24.6	2.9
Total Del/Veh (s)	3.6	0.4	0.8	42.8	245.0	211.5	2494.7	708.3	740.1	281.8	520.6	797.9
Vehicles Entered	62	652	34	435	253	6	30	51	100	11	168	12
Vehicles Exited	62	651	34	433	244	6	18	51	98	10	152	11
Hourly Exit Rate	35	372	19	247	139	3	10	29	56	6	87	6
Input Volume	54	577	33	655	378	10	108	180	342	10	149	10
% of Volume	66	64	59	38	37	34	10	16	16	57	58	63
Denied Entry Before	0	0	0	6	3	0	3	6	8	0	0	0
Denied Entry After	0	0	0	683	407	10	158	259	508	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	1756.6
Denied Del/Veh (s)	1647.3
Total Delay (hr)	109.9
Total Del/Veh (s)	214.4
Vehicles Entered	1814
Vehicles Exited	1770
Hourly Exit Rate	1011
Input Volume	2506
% of Volume	40
Denied Entry Before	26
Denied Entry After	2025

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.2	6.9	0.3	81.2	2.6	27.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	76.2	73.2	53.1	719.7	860.5	718.5	0.0	0.0	0.0
Total Delay (hr)	0.1	3.4	5.2	4.2	9.2	0.5	22.6	0.2	2.9	0.3	1.0	0.8
Total Del/Veh (s)	37.1	155.7	150.5	267.4	98.4	102.2	294.7	85.7	113.8	61.2	182.0	148.0
Vehicles Entered	11	77	122	56	336	18	270	8	92	16	20	19
Vehicles Exited	11	75	120	53	330	18	258	8	90	16	19	19
Hourly Exit Rate	6	43	69	30	189	10	147	5	51	9	11	11
Input Volume	10	77	126	33	197	10	360	10	126	10	10	10
% of Volume	63	56	54	92	96	103	41	46	41	91	109	109
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	1	5	0	136	3	44	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	119.3
Denied Del/Veh (s)	348.2
Total Delay (hr)	50.3
Total Del/Veh (s)	171.5
Vehicles Entered	1045
Vehicles Exited	1017
Hourly Exit Rate	581
Input Volume	979
% of Volume	59
Denied Entry Before	0
Denied Entry After	189

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.1	0.2	0.1	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.1	1.3	3.7	5.7	7.2	2.4	6.7	0.6	0.6	2.4	0.5	8.0
Vehicles Entered	28	120	27	18	17	17	14	586	17	16	172	59
Vehicles Exited	28	120	27	18	17	17	14	586	17	16	172	59
Hourly Exit Rate	16	69	15	10	10	10	8	335	10	9	98	34
Input Volume	33	142	33	10	10	10	10	368	10	10	108	36
% of Volume	48	48	47	103	97	97	80	91	97	91	91	94
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.5
Total Del/Veh (s)	1.6
Vehicles Entered	1091
Vehicles Exited	1091
Hourly Exit Rate	623
Input Volume	780
% of Volume	80
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.4	0.4	0.4	0.0	0.0	0.0	2.0	0.1	0.1
Total Delay (hr)	0.0	0.5	0.0	0.6	1.2	2.5	0.1	0.2	0.1	4.7	0.0	0.0
Total Del/Veh (s)	40.4	9.7	14.8	36.5	28.5	14.9	44.7	1.3	5.9	42.7	7.1	1.5
Vehicles Entered	4	178	4	54	155	591	12	558	79	394	16	17
Vehicles Exited	4	179	4	55	154	591	12	558	79	394	16	17
Hourly Exit Rate	2	102	2	31	88	338	7	319	45	225	9	10
Input Volume	10	404	10	36	98	360	10	447	66	252	10	10
% of Volume	23	25	23	87	90	94	69	71	68	89	91	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.6
Total Delay (hr)	10.0
Total Del/Veh (s)	17.4
Vehicles Entered	2062
Vehicles Exited	2063
Hourly Exit Rate	1179
Input Volume	1713
% of Volume	69
Denied Entry Before	0
Denied Entry After	0

1028: Northgate Boulevard/Northgate Blvd Performance by movement

Movement	WBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	3.7	3.6	7.3
Total Del/Veh (s)	15.8	4.4	7.0
Vehicles Entered	842	2921	3763
Vehicles Exited	846	2922	3768
Hourly Exit Rate	483	1670	2153
Input Volume	473	1668	2141
% of Volume	102	100	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1029: Northgate Boulevard & I-80 Eastbound Off Ramp Performance by movement

Movement	EBT	EBR	All
Denied Delay (hr)	0.0	0.1	0.1
Denied Del/Veh (s)	0.2	0.4	0.3
Total Delay (hr)	0.3	0.7	1.0
Total Del/Veh (s)	1.3	3.4	2.4
Vehicles Entered	746	770	1516
Vehicles Exited	747	770	1517
Hourly Exit Rate	427	440	867
Input Volume	415	435	850
% of Volume	103	101	102
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1030: Del Paso Rd Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	35.7	38.0	0.0	73.7
Denied Del/Veh (s)	165.7	164.2	0.0	98.9
Total Delay (hr)	14.7	6.3	0.4	21.3
Total Del/Veh (s)	73.4	29.0	1.2	29.9
Vehicles Entered	723	776	1074	2573
Vehicles Exited	710	772	1072	2554
Hourly Exit Rate	406	441	613	1459
Input Volume	567	609	954	2130
% of Volume	72	72	64	69
Denied Entry Before	0	0	0	0
Denied Entry After	52	57	0	109

1033: Del Paso Road/Del Paso Rd Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	13.0	21.2	70.1	104.2
Total Del/Veh (s)	13.3	49.7	213.9	60.3
Vehicles Entered	3506	1521	1151	6178
Vehicles Exited	3504	1519	1136	6159
Hourly Exit Rate	2002	868	649	3519
Input Volume	2494	1599	1201	5294
% of Volume	80	54	54	66
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1037: Del Paso Rd/Del Paso Road Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.1	2.7	3.8
Total Del/Veh (s)	1.8	2.6	2.3
Vehicles Entered	2150	3712	5862
Vehicles Exited	2148	3717	5865
Hourly Exit Rate	1227	2124	3351
Input Volume	1913	2311	4224
% of Volume	64	92	79
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1050: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.2	0.2	0.1
Total Delay (hr)	2.3	2.0	0.8	5.1
Total Del/Veh (s)	2.1	2.3	1.7	2.1
Vehicles Entered	3970	3209	1670	8849
Vehicles Exited	3970	3209	1669	8848
Hourly Exit Rate	2269	1834	954	5056
Input Volume	2256	1857	959	5072
% of Volume	101	99	99	100
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1055: Arena Boulevard Performance by movement

Movement	EBT	WBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.8	5.6	7.4
Total Del/Veh (s)	2.3	5.9	4.3
Vehicles Entered	2830	3411	6241
Vehicles Exited	2830	3420	6250
Hourly Exit Rate	1617	1954	3571
Input Volume	3816	2836	6652
% of Volume	42	69	54
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

1060: Arena Bloulevard Performance by movement

Movement	EBT	WBT	WBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.4	23.8	24.9
Total Del/Veh (s)	1.6	1.1	42.5	18.2
Vehicles Entered	1684	1232	1996	4912
Vehicles Exited	1684	1231	1996	4911
Hourly Exit Rate	962	703	1141	2806
Input Volume	959	1256	2057	4272
% of Volume	100	56	55	66
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1063: Arena Bloulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.0	13.0	13.7
Total Del/Veh (s)	1.6	0.6	14.4	10.0
Vehicles Entered	1522	162	3228	4912
Vehicles Exited	1522	162	3228	4912
Hourly Exit Rate	870	93	1845	2807
Input Volume	864	95	3313	4272
% of Volume	101	97	56	66
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1065: Arena Bloulevard Performance by movement

Movement	EBT	EBR	WBT	All
Denied Delay (hr)	0.1	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.2	0.0	0.1
Total Delay (hr)	0.7	0.7	0.8	2.2
Total Del/Veh (s)	2.6	2.2	1.7	2.1
Vehicles Entered	987	1205	1626	3818
Vehicles Exited	986	1206	1626	3818
Hourly Exit Rate	563	689	929	2182
Input Volume	562	687	1480	2729
% of Volume	100	100	63	80
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1067: Truxel Road Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	3.2	5.8	3.7	12.7
Total Del/Veh (s)	2.0	6.0	6.1	4.0
Vehicles Entered	5818	3470	2185	11473
Vehicles Exited	5819	3466	2183	11468
Hourly Exit Rate	3325	1981	1247	6553
Input Volume	3313	2477	1579	7369
% of Volume	100	80	79	89
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1070: Northgate Boulevard Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.3	6.9	8.7
Total Del/Veh (s)	2.5	2.1	6.2	4.7
Vehicles Entered	2101	576	3987	6664
Vehicles Exited	2100	577	3986	6663
Hourly Exit Rate	1200	330	2278	3807
Input Volume	1199	319	2518	4036
% of Volume	100	103	90	94
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

1072: Northgate Boulevard Performance by movement

Movement	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	1.3	1.5	2.8
Denied Del/Veh (s)	0.0	2.0	3.0	1.5
Total Delay (hr)	1.5	3.7	8.5	13.7
Total Del/Veh (s)	2.0	5.7	16.4	7.2
Vehicles Entered	2677	2352	1864	6893
Vehicles Exited	2677	2350	1863	6890
Hourly Exit Rate	1530	1343	1065	3937
Input Volume	1518	1474	1177	4169
% of Volume	101	91	90	94
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

3028: I-80 Westbound Off Ramp Performance by movement

Movement	WBT	WBR	All
Denied Delay (hr)	0.1	0.1	0.3
Denied Del/Veh (s)	0.6	0.6	0.6
Total Delay (hr)	0.8	0.9	1.7
Total Del/Veh (s)	3.9	3.8	3.8
Vehicles Entered	753	842	1595
Vehicles Exited	753	842	1595
Hourly Exit Rate	430	481	911
Input Volume	425	473	898
% of Volume	101	102	101
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

3029: Northgate Boulevard Performance by movement

Movement	EBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	1.8	3.5	5.3
Total Del/Veh (s)	8.2	5.4	6.1
Vehicles Entered	770	2351	3121
Vehicles Exited	770	2348	3118
Hourly Exit Rate	440	1342	1782
Input Volume	435	1474	1909
% of Volume	101	91	93
Denied Entry Before	0	0	0
Denied Entry After	0	0	0

4026: Truxel Road Performance by movement

Movement	NBT	NBR	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Delay (hr)	2.9	0.0	1.9	4.8
Total Del/Veh (s)	2.8	0.4	1.6	2.1
Vehicles Entered	3727	244	4179	8150
Vehicles Exited	3728	243	4180	8151
Hourly Exit Rate	2130	139	2389	4658
Input Volume	2114	142	2889	5145
% of Volume	101	98	83	91
Denied Entry Before	0	0	0	0
Denied Entry After	0	0	0	0

Total Network Performance

Denied Delay (hr)	21339.3
Denied Del/Veh (s)	695.0
Total Delay (hr)	3646.5
Total Del/Veh (s)	148.1
Vehicles Entered	86182
Vehicles Exited	85543
Hourly Exit Rate	48882
Input Volume	288487
% of Volume	17
Denied Entry Before	976
Denied Entry After	24356

Intersection: 1: New Market Drive & East Commerce Way

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	359	90	5	64	167
Average Queue (ft)	137	12	0	11	7
95th Queue (ft)	359	50	4	39	86
Link Distance (ft)	593	593			885
Upstream Blk Time (%)	1				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)			150	180	
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	189	241	195	31	186	46	220	240	166	181	126	200
Average Queue (ft)	61	92	89	3	78	7	104	59	73	85	15	80
95th Queue (ft)	122	157	157	16	145	28	185	146	144	158	56	189
Link Distance (ft)		641			640			777	777	777		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	205		145	135		135	170				130	100
Storage Blk Time (%)	0	1	2		2		4	0		4		2
Queuing Penalty (veh)	0	2	4		0		8	0		2		10

Intersection: 2: Natomas Blvd & New Market Drive/Park Plaza Drive

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	431	428	455	200
Average Queue (ft)	348	343	387	175
95th Queue (ft)	468	460	506	265
Link Distance (ft)	407	407	407	
Upstream Blk Time (%)	6	5	28	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)	51		48	1
Queuing Penalty (veh)	32		162	6

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 3: El Centro Road & Del Paso Road

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	R	L	T
Maximum Queue (ft)	180	340	353	159	74	88	158	176	92	98	250	367
Average Queue (ft)	35	79	98	24	18	42	75	81	38	39	103	105
95th Queue (ft)	103	238	257	93	52	72	129	139	69	76	183	233
Link Distance (ft)		869	869				703	703				745
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	195			140	200	200			540	540	280	
Storage Blk Time (%)	0	5	9				0				0	1
Queuing Penalty (veh)	0	2	5				0				0	1

Intersection: 3: El Centro Road & Del Paso Road

Movement	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	R	L	L	T	T	R
Maximum Queue (ft)	403	152	327	370	793	732	70
Average Queue (ft)	114	22	322	368	740	270	15
95th Queue (ft)	258	118	355	380	878	768	43
Link Distance (ft)	745				739	739	
Upstream Blk Time (%)	0				83	0	
Queuing Penalty (veh)	0				0	0	
Storage Bay Dist (ft)		110	285	285			130
Storage Blk Time (%)	6	6	58	91		1	
Queuing Penalty (veh)	11	11	92	143		1	

Intersection: 4: Del Paso Rd & I-5 SB Off Ramp

Movement	EB	EB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	L	L	R
Maximum Queue (ft)	250	260	128	142	350	500	792
Average Queue (ft)	205	203	42	51	322	447	625
95th Queue (ft)	297	301	85	103	429	638	1069
Link Distance (ft)	224	224	1021	1021			735
Upstream Blk Time (%)	55	37					66
Queuing Penalty (veh)	155	106					0
Storage Bay Dist (ft)					200	200	
Storage Blk Time (%)					84	79	
Queuing Penalty (veh)					154	145	

Queuing and Blocking Report
 Cumulative 2040 With Project PM

07/23/2021

Intersection: 5: I-5 NB Off Ramp & Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	T	T	R	T	T	T	L	L	R	R	R
Maximum Queue (ft)	1056	1074	325	113	148	152	319	773	774	600	448
Average Queue (ft)	986	978	131	36	68	78	65	366	464	331	146
95th Queue (ft)	1237	1263	393	81	128	134	192	823	847	716	353
Link Distance (ft)	1021	1021		153	153	153		736	736		
Upstream Blk Time (%)	52	33		0	0	0		8	12		
Queuing Penalty (veh)	366	232		0	0	0		0	0		
Storage Bay Dist (ft)			210				150			400	400
Storage Blk Time (%)		41					1	13	36	1	0
Queuing Penalty (veh)		61					2	25	301	5	1

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	316	383	450	1142	506	323	249	247	237	236	249	254
Average Queue (ft)	308	381	449	1112	140	144	99	202	201	177	215	222
95th Queue (ft)	324	390	452	1191	282	244	203	254	254	255	239	240
Link Distance (ft)				1123	1123	1123						
Upstream Blk Time (%)				6	0							
Queuing Penalty (veh)				54	0							
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	46	63	69	0		5	2	4	7	4		72
Queuing Penalty (veh)	132	181	200	4		24	6	19	32	27		352

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	210	265	305	1089	860	644	198	298	328	460	380	327
Average Queue (ft)	205	245	304	1057	124	98	74	203	221	228	141	136
95th Queue (ft)	247	344	308	1163	443	323	154	336	369	601	267	226
Link Distance (ft)				1064	1064	1064				869	869	869
Upstream Blk Time (%)				51	1	0				0	0	
Queuing Penalty (veh)				252	3	0				2	0	
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	4	10	94			1	2	11	20	0		1
Queuing Penalty (veh)	16	34	329			9	7	18	30	1		6

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	242	217
Average Queue (ft)	136	113
95th Queue (ft)	220	193
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	195	195
Storage Blk Time (%)	2	0
Queuing Penalty (veh)	3	1

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	224	244	243	244	249	190	305	664	677	702	195	220
Average Queue (ft)	178	211	188	197	210	128	194	382	397	414	160	126
95th Queue (ft)	237	254	263	257	270	249	360	673	682	702	259	197
Link Distance (ft)								916	916	916		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200				140	250				140	200
Storage Blk Time (%)	7	27	9		36	0	1	29		53	0	0
Queuing Penalty (veh)	27	109	44		61	0	3	51		132	2	0

Intersection: 7: Innovator Drive/Town Center Drive & Del Paso Rd

Movement	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	T	R	L	L	T	R
Maximum Queue (ft)	237	185	226	150	435	428	190
Average Queue (ft)	141	26	85	138	314	221	143
95th Queue (ft)	211	94	162	183	509	518	221
Link Distance (ft)		681	681		398	398	
Upstream Blk Time (%)					31	13	
Queuing Penalty (veh)					0	0	
Storage Bay Dist (ft)	200			150			135
Storage Blk Time (%)	2			3	52	0	19
Queuing Penalty (veh)	1			6	103	0	9

Intersection: 8: Del Paso Rd & Via Ingoglia

Movement	WB	SB
Directions Served	R	R
Maximum Queue (ft)	6	82
Average Queue (ft)	0	28
95th Queue (ft)	3	60
Link Distance (ft)		578
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	130	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 9: Five Star Way & Del Paso Rd

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	T	R	L	T	T	T	R	R	R
Maximum Queue (ft)	157	25	19	37	35	206	91	56	20	28	435	111
Average Queue (ft)	59	1	0	1	3	84	4	1	1	1	326	34
95th Queue (ft)	116	11	9	12	16	165	68	34	11	10	473	73
Link Distance (ft)		652	652	652			553	553	553		679	425
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	234				140	210				170		
Storage Blk Time (%)	0					1						
Queuing Penalty (veh)	1					9						

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	EB	EB	EB	EB	EB	EB	EB	B3009	B3009	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	T	T	L	L	T
Maximum Queue (ft)	191	224	231	396	402	497	200	29	195	157	249	334
Average Queue (ft)	116	135	138	240	243	331	195	1	10	63	90	201
95th Queue (ft)	171	189	193	340	347	485	228	12	77	121	159	279
Link Distance (ft)			406	406	406	406		553	553			1330
Upstream Blk Time (%)				0	0	6						
Queuing Penalty (veh)				0	0	33						
Storage Bay Dist (ft)	350	350					150			215	215	
Storage Blk Time (%)						21	31			0	0	6
Queuing Penalty (veh)						142	124			0	0	12

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R	R	L	L
Maximum Queue (ft)	341	360	200	272	315	1197	1002	876	103	106	130	140
Average Queue (ft)	208	218	111	257	303	765	457	393	35	39	54	64
95th Queue (ft)	289	315	246	316	362	1375	953	783	74	81	102	112
Link Distance (ft)	1330	1330				1356	1356	1356	1356			
Upstream Blk Time (%)						5	0	0				
Queuing Penalty (veh)						30	1	0				
Storage Bay Dist (ft)			140	230	230					150	200	200
Storage Blk Time (%)		26	0	45	68	16			0	0		
Queuing Penalty (veh)		44	1	264	396	87			0	0		

Intersection: 10: Truxel Road/Natomas Blvd & Del Paso Rd

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	224	262	376	200
Average Queue (ft)	112	120	161	132
95th Queue (ft)	196	208	307	244
Link Distance (ft)	777	777	777	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				140
Storage Blk Time (%)	1		10	12
Queuing Penalty (veh)	1		36	24

Intersection: 11: East Commerce Way & Benefit Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	LTR	L	T	T	TR	L	T	T	T
Maximum Queue (ft)	82	76	64	260	275	854	856	800	78	181	142	203
Average Queue (ft)	20	16	20	98	128	741	471	196	10	38	26	63
95th Queue (ft)	55	49	59	205	340	1110	1021	587	47	135	81	139
Link Distance (ft)		527		286		820	820	820		1064	1064	1064
Upstream Blk Time (%)				2		49	7	0				
Queuing Penalty (veh)				0		434	62	4				
Storage Bay Dist (ft)	150		40		200				175			
Storage Blk Time (%)		0	3	32		83				3		1
Queuing Penalty (veh)		0	4	22		61				0		0

Intersection: 11: East Commerce Way & Benefit Way

Movement	SB
Directions Served	R
Maximum Queue (ft)	20
Average Queue (ft)	3
95th Queue (ft)	13
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	T	T	R	L	T
Maximum Queue (ft)	225	1636	18	45	535	175	586	578	562	133	265	714
Average Queue (ft)	213	1263	1	5	445	142	496	321	281	5	260	508
95th Queue (ft)	267	2218	7	25	668	241	702	545	491	52	287	747
Link Distance (ft)		1616	506	506	506		559	559	559			820
Upstream Blk Time (%)		43			35		46	1	0			6
Queuing Penalty (veh)		267			65		242	4	1			13
Storage Bay Dist (ft)	200					150				175	240	
Storage Blk Time (%)	75	3				19	69		23		95	1
Queuing Penalty (veh)	159	10				110	193		1		257	1

Intersection: 12: East Commerce Way & Snowy Egret Drive/West Entrance Road

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	591	442	175
Average Queue (ft)	208	116	62
95th Queue (ft)	528	299	158
Link Distance (ft)	820	820	
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			150
Storage Blk Time (%)		3	1
Queuing Penalty (veh)		12	2

Intersection: 13: East Commerce Way & Centene North/Bella Rose Driveway

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	L	TR	LTR	L	T	T	TR	L	T	T	T	R
Maximum Queue (ft)	200	235	28	200	570	546	507	34	78	98	172	112
Average Queue (ft)	148	144	2	81	323	128	90	4	13	19	45	16
95th Queue (ft)	238	279	13	221	712	390	277	20	48	62	119	56
Link Distance (ft)		203	305		545	545	545		559	559	559	
Upstream Blk Time (%)	13	39			29	1	0					
Queuing Penalty (veh)	0	0			200	8	0					
Storage Bay Dist (ft)	175			175				200				200
Storage Blk Time (%)	43	7		0	50						0	0
Queuing Penalty (veh)	100	13		0	68						0	0

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	L	T	R	L	T	T	T	R
Maximum Queue (ft)	89	136	402	478	495	163	85	278	760	736	713	199
Average Queue (ft)	19	42	62	218	481	7	16	94	348	254	220	53
95th Queue (ft)	59	93	215	543	496	92	54	271	926	735	648	137
Link Distance (ft)		278	478	478	478	478	478		882	882	882	
Upstream Blk Time (%)			0	0	85	0			16	1	1	
Queuing Penalty (veh)			0	0	84	0			142	10	5	
Storage Bay Dist (ft)	100							230				145
Storage Blk Time (%)	2	1						0	33		2	0
Queuing Penalty (veh)	1	0						1	33		12	0

Intersection: 14: East Commerce Way & Centene Center/Main Entrance Road

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	TR
Maximum Queue (ft)	2	9	418	525	567
Average Queue (ft)	0	0	126	226	378
95th Queue (ft)	2	4	339	484	607
Link Distance (ft)			545	545	545
Upstream Blk Time (%)				0	4
Queuing Penalty (veh)				0	10
Storage Bay Dist (ft)	235	235			
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	254	281	150	170	121	284	656	647	644	108	81	867
Average Queue (ft)	170	211	95	73	36	94	268	258	264	3	21	206
95th Queue (ft)	289	318	157	165	85	285	717	666	604	35	56	625
Link Distance (ft)	232	232		151			988	988	988			882
Upstream Blk Time (%)	19	35	4	7			4	1	0			0
Queuing Penalty (veh)	0	0	0	0			32	11	1			0
Storage Bay Dist (ft)			135		425	425				135	200	
Storage Blk Time (%)			10	6		0	13		21			0
Queuing Penalty (veh)			11	8		0	33		1			0

Intersection: 15: East Commerce Way & Centene South/KSP Arena Driveway

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	922	920	175
Average Queue (ft)	491	872	86
95th Queue (ft)	1029	992	221
Link Distance (ft)	882	882	
Upstream Blk Time (%)	1	30	
Queuing Penalty (veh)	9	200	
Storage Bay Dist (ft)			150
Storage Blk Time (%)		72	0
Queuing Penalty (veh)		89	0

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 16: Truxel Road & Terracina Drive

Movement	EB	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB
Directions Served	L	L	T	R	R	L	T	R	L	L	T	T
Maximum Queue (ft)	225	354	41	102	97	166	68	92	120	256	468	422
Average Queue (ft)	139	164	5	43	40	71	4	32	46	82	138	94
95th Queue (ft)	223	281	23	75	74	130	31	63	98	204	398	272
Link Distance (ft)		473	473	473	473		529				891	891
Upstream Blk Time (%)		0										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	200					140		140	230	230		
Storage Blk Time (%)	4	7				2		0			9	
Queuing Penalty (veh)	8	14				1		0			16	

Intersection: 16: Truxel Road & Terracina Drive

Movement	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	T	T	T	R
Maximum Queue (ft)	533	351	130	195	239	252	325	215
Average Queue (ft)	93	64	6	74	102	114	145	29
95th Queue (ft)	272	195	53	146	196	207	253	126
Link Distance (ft)	891	891			1356	1356	1356	
Upstream Blk Time (%)	0							
Queuing Penalty (veh)	0							
Storage Bay Dist (ft)			125	130				130
Storage Blk Time (%)		2		4	4		12	
Queuing Penalty (veh)		3		14	4		15	

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	T	T	R	L	T
Maximum Queue (ft)	155	442	110	76	230	556	487	468	472	260	212	366
Average Queue (ft)	138	212	36	18	88	237	209	187	180	41	48	161
95th Queue (ft)	176	403	82	44	190	451	409	382	376	164	121	289
Link Distance (ft)		425	524	524		961	961	961	961			891
Upstream Blk Time (%)		2										
Queuing Penalty (veh)		0										
Storage Bay Dist (ft)	90				130					160	145	
Storage Blk Time (%)	46	7			4	19			12		0	9
Queuing Penalty (veh)	73	14			30	22			12		0	4

Intersection: 17: Truxel Road & Tuscaro Drive/Arena Marketplace Driveway

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	351	366	440
Average Queue (ft)	154	147	177
95th Queue (ft)	283	287	341
Link Distance (ft)	891	891	891
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Arena Boulevard & I-5 Southbound Off Ramp

Movement	EB	EB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	T	T	T	L	L	R
Maximum Queue (ft)	119	116	104	103	106	128	123	117
Average Queue (ft)	55	49	49	47	35	63	52	50
95th Queue (ft)	93	89	80	84	80	103	91	86
Link Distance (ft)	245	245	177	177	177	868	868	868
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 19: I-5 Northbound Off Ramp & Arena Bloulevard

Movement	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB
Directions Served	T	T	T	T	T	T	L	L	R	R
Maximum Queue (ft)	236	178	97	97	127	139	719	740	742	732
Average Queue (ft)	112	86	48	40	97	101	356	710	711	685
95th Queue (ft)	184	139	91	92	111	117	921	722	726	811
Link Distance (ft)	264	264					693	693	693	693
Upstream Blk Time (%)	0	0					0	9	86	97
Queuing Penalty (veh)	1	0					0	0	0	0
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	WB
Directions Served	L	L	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	483	487	398	361	265	97	142	156	286	398	678	225
Average Queue (ft)	265	279	138	123	144	31	63	28	144	171	278	189
95th Queue (ft)	426	437	332	241	219	62	112	84	231	367	591	272
Link Distance (ft)			638	638	638	638			989	989	989	
Upstream Blk Time (%)	0	1	1	0						0	1	
Queuing Penalty (veh)	0	0	8	0						0	3	
Storage Bay Dist (ft)	700	700					220	220				150
Storage Blk Time (%)	0	1	1						1		11	32
Queuing Penalty (veh)	0	3	13						1		60	82

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	NB	NB	NB	NB	NB	NB	B1020	B1020	B1020	SB	SB	SB
Directions Served	L	L	T	T	T	R	T	T	T	L	L	T
Maximum Queue (ft)	328	365	510	414	190	68	204	163	88	275	604	988
Average Queue (ft)	323	362	479	92	81	14	162	26	3	179	248	269
95th Queue (ft)	342	375	560	259	148	42	215	114	33	305	508	720
Link Distance (ft)			414	414	414		150	150	150		988	988
Upstream Blk Time (%)			72	0			77	2	0		0	0
Queuing Penalty (veh)			0	0			0	0	0		0	0
Storage Bay Dist (ft)	290	290				200				200		
Storage Blk Time (%)	36	81	0		0					18	30	
Queuing Penalty (veh)	52	118	0		0					48	83	

Intersection: 20: East Commerce Way & Arena Boulevard

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1006	575
Average Queue (ft)	937	573
95th Queue (ft)	1132	612
Link Distance (ft)	988	
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	25	
Storage Bay Dist (ft)		500
Storage Blk Time (%)	0	59
Queuing Penalty (veh)	3	155

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 21: Arena Boulevard/Arena Bloulevard & Sally Ride Way

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	T	T	T	R	L	T	T	T	R	L	TR
Maximum Queue (ft)	171	226	217	322	184	71	230	243	393	205	97	46
Average Queue (ft)	58	91	76	136	17	22	89	97	162	61	38	10
95th Queue (ft)	117	181	160	259	92	55	168	189	307	172	76	32
Link Distance (ft)		989	989	989			943	943	943			463
Upstream Blk Time (%)									0			
Queuing Penalty (veh)									0			
Storage Bay Dist (ft)	215				150	180				150	100	
Storage Blk Time (%)	0	0		7			0		11	0	0	
Queuing Penalty (veh)	0	1		6			0		15	0	0	

Intersection: 21: Arena Boulevard/Arena Bloulevard & Sally Ride Way

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	352	117
Average Queue (ft)	135	93
95th Queue (ft)	264	143
Link Distance (ft)	359	
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		57
Storage Blk Time (%)	29	15
Queuing Penalty (veh)	85	30

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	T	T	T	R	L
Maximum Queue (ft)	90	100	246	217	333	214	123	174	177	319	210	181
Average Queue (ft)	25	37	91	74	103	49	48	72	79	132	91	89
95th Queue (ft)	59	71	187	161	220	132	96	136	146	232	184	155
Link Distance (ft)			943	943	943			1118	1118	1118		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	235	235				150	190				125	135
Storage Blk Time (%)			0		3	0		0		9	1	3
Queuing Penalty (veh)			0		15	0		0		42	3	0

Intersection: 22: Innovator Road/Innovator Drive & Arena Boulevard

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	R	L	L	TR	R
Maximum Queue (ft)	108	79	361	380	59	67
Average Queue (ft)	4	25	349	351	18	20
95th Queue (ft)	47	54	359	363	45	48
Link Distance (ft)	607	607	337	337	337	337
Upstream Blk Time (%)			64	65		
Queuing Penalty (veh)			192	193		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 23: Truxel Road & Arena Boulevard

Movement	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB
Directions Served	L	L	T	T	T	R	L	L	T	T	R	L
Maximum Queue (ft)	251	264	267	271	388	200	199	215	238	271	225	202
Average Queue (ft)	134	150	150	154	103	157	136	128	133	189	81	171
95th Queue (ft)	205	222	229	236	303	233	194	192	208	251	194	232
Link Distance (ft)			1118	1118	1118				362	362		
Upstream Blk Time (%)												1
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	370	370				150	200	200			140	215
Storage Blk Time (%)					0	16	1	1	1	30	0	1
Queuing Penalty (veh)					3	54	2	2	4	38	0	5

Intersection: 23: Truxel Road & Arena Boulevard

Movement	NB	NB	NB	NB	NB	B33	B33	B33	B33	SB	SB	SB
Directions Served	L	T	T	T	TR	T	T	T	T	L	L	T
Maximum Queue (ft)	205	314	277	280	292	640	652	622	475	167	201	297
Average Queue (ft)	200	279	136	157	176	614	252	100	29	75	88	147
95th Queue (ft)	213	291	258	286	308	656	645	411	179	133	147	258
Link Distance (ft)		205	205	205	205	611	611	611	611			961
Upstream Blk Time (%)	34	74	4	7	12	30	1	0	0			
Queuing Penalty (veh)	0	362	18	34	58	148	5	0	0			
Storage Bay Dist (ft)	215									220	220	
Storage Blk Time (%)	34	74									0	3
Queuing Penalty (veh)	153	476									0	6

Intersection: 23: Truxel Road & Arena Boulevard

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	315	329	414	220
Average Queue (ft)	169	182	196	131
95th Queue (ft)	280	295	343	255
Link Distance (ft)	961	961	961	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				140
Storage Blk Time (%)			23	4
Queuing Penalty (veh)			58	10

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 24: Gateway Park Boulevard & Arena Bloulevard

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	T	T	R	L	T	TR	L	L	T	T	R
Maximum Queue (ft)	177	154	157	51	114	78	86	37	40	137	128	164
Average Queue (ft)	71	57	55	13	44	22	26	5	7	65	60	61
95th Queue (ft)	134	112	109	35	88	52	58	22	25	110	104	115
Link Distance (ft)		1266	1266			743	743			878	878	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	290			170	100			320	320			150
Storage Blk Time (%)			0		0	0					0	0
Queuing Penalty (veh)			0		0	0					0	0

Intersection: 24: Gateway Park Boulevard & Arena Bloulevard

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	R
Maximum Queue (ft)	66	80	182	207	135
Average Queue (ft)	23	36	95	90	44
95th Queue (ft)	53	65	150	149	81
Link Distance (ft)			791	791	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	145	145			145
Storage Blk Time (%)			1	1	
Queuing Penalty (veh)			1	2	

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	R	R	L	L	L	T	R	L	L
Maximum Queue (ft)	444	438	434	422	376	395	445	775	762	731	391	425
Average Queue (ft)	419	418	303	169	84	371	440	729	690	133	200	219
95th Queue (ft)	431	431	571	385	232	422	477	842	930	504	342	367
Link Distance (ft)	404	404	404	404	404			723	723	723		
Upstream Blk Time (%)	92	94	33	2	0			68	25	1		
Queuing Penalty (veh)	0	0	0	0	0			0	0	0		
Storage Bay Dist (ft)						345	345				380	380
Storage Blk Time (%)						12	43	64			2	3
Queuing Penalty (veh)						49	173	510			4	6

Intersection: 25: Truxel Road & Gateway Park Boulevard

Movement	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R	R	L	L	T	T	T	R
Maximum Queue (ft)	437	444	453	448	174	161	160	310	1163	1161	1162	1160
Average Queue (ft)	226	278	286	287	74	75	75	235	1129	1131	1132	1126
95th Queue (ft)	376	393	398	392	134	128	137	407	1152	1146	1148	1211
Link Distance (ft)	681	681	681	681					1113	1113	1113	1113
Upstream Blk Time (%)									39	62	85	66
Queuing Penalty (veh)									0	0	0	0
Storage Bay Dist (ft)					550	550	220	220				
Storage Blk Time (%)	4			0			0	0	54			
Queuing Penalty (veh)	14			0			0	1	133			

Intersection: 26: Truxel Road & I-80 Westbound Off Ramp

Movement	WB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	L	R	R	R	T	T	T	T	T	T	T
Maximum Queue (ft)	137	138	292	361	318	227	242	249	202	205	185	149
Average Queue (ft)	68	79	159	153	172	102	137	173	113	112	104	64
95th Queue (ft)	113	121	241	256	259	184	214	250	162	160	153	117
Link Distance (ft)			1080	1080		227	227	227	214	214	214	214
Upstream Blk Time (%)				0		0	0	1	0	0	0	0
Queuing Penalty (veh)				0		1	2	9	0	0	0	0
Storage Bay Dist (ft)	425	425			425							
Storage Blk Time (%)				0		0						
Queuing Penalty (veh)				0		0						

Intersection: 27: Truxel Road & I-80 Eastbound Off Ramp

Movement	EB	EB	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	LR	R	T	T	T	T	T	T	T
Maximum Queue (ft)	197	233	277	156	138	153	164	120	232	232	217
Average Queue (ft)	104	124	164	59	66	75	80	37	138	132	105
95th Queue (ft)	164	189	235	104	113	124	128	82	196	196	174
Link Distance (ft)	1288	1288	1288		836	836	836	836	246	246	246
Upstream Blk Time (%)									0	0	0
Queuing Penalty (veh)									0	0	0
Storage Bay Dist (ft)				210							
Storage Blk Time (%)				2							
Queuing Penalty (veh)				2							

Intersection: 28: Northgate Boulevard & I-80 Westbound Off Ramp

Movement	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	L	R	T	T	T	T
Maximum Queue (ft)	134	136	183	184	160	197	201
Average Queue (ft)	73	82	92	94	81	164	166
95th Queue (ft)	115	124	157	149	133	177	182
Link Distance (ft)	175	175	175	313	313		
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				0			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 29: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	L	T	T	T	T
Maximum Queue (ft)	135	144	190	190	167	177
Average Queue (ft)	68	79	89	77	84	78
95th Queue (ft)	107	121	145	136	133	130
Link Distance (ft)	262	262			300	300
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 30: Duckhorn Drive & Snowy Egret Drive

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	6	654	225	1106	225	605	225	496
Average Queue (ft)	0	440	174	519	101	403	158	301
95th Queue (ft)	4	842	283	1322	260	783	288	645
Link Distance (ft)		615		1616		563		466
Upstream Blk Time (%)		58		1		59		54
Queuing Penalty (veh)		0		4		0		0
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		63	51	1	0	62	60	1
Queuing Penalty (veh)		1	243	4	0	46	58	1

Intersection: 60: Truxel Road

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB	NB
Directions Served	L	TR	L	L	TR	L	L	T	T	T	T	R
Maximum Queue (ft)	90	187	110	134	116	141	235	569	532	518	411	189
Average Queue (ft)	18	63	9	64	26	48	190	532	428	232	147	15
95th Queue (ft)	54	129	59	119	73	108	316	549	681	500	305	81
Link Distance (ft)		332			174			513	513	513	513	
Upstream Blk Time (%)					0			85	12	0	0	
Queuing Penalty (veh)					0			0	0	0	0	
Storage Bay Dist (ft)	140		120	120		210	210					195
Storage Blk Time (%)		1	0	1	0	0	0	78			9	0
Queuing Penalty (veh)		0	0	1	0	0	1	136			3	0

Intersection: 60: Truxel Road

Movement	SB	SB	SB	SB	SB	SB	B33	B33
Directions Served	L	T	T	T	T	R	T	T
Maximum Queue (ft)	189	442	497	511	518	160	11	10
Average Queue (ft)	21	255	293	311	324	43	0	0
95th Queue (ft)	88	430	468	480	490	143	4	6
Link Distance (ft)		611	611	611	611		205	205
Upstream Blk Time (%)			0	0	0			
Queuing Penalty (veh)			0	0	0			
Storage Bay Dist (ft)	180					135		
Storage Blk Time (%)		22			40	0		
Queuing Penalty (veh)		3			27	0		

Queuing and Blocking Report
 Cumulative 2040 With Project PM

07/23/2021

Intersection: 70:

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR	L	TR
Maximum Queue (ft)	68	54	112	6	111	77	82
Average Queue (ft)	34	12	49	0	49	40	39
95th Queue (ft)	56	36	86	4	80	64	64
Link Distance (ft)	207		219		220		167
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		100		100		100	
Storage Blk Time (%)			0		0	0	0
Queuing Penalty (veh)			0		0	0	0

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	37	36	38	43	31	62	51	62	63	60	56	42
Average Queue (ft)	6	6	5	9	4	24	9	11	9	15	6	4
95th Queue (ft)	27	25	23	32	19	51	33	40	36	43	27	21
Link Distance (ft)		633	633		1629	1629		827	827		681	681
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200			200			200		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	L
Maximum Queue (ft)	42	33	43	24	21	45	11	9
Average Queue (ft)	9	6	11	6	3	12	0	0
95th Queue (ft)	32	25	36	22	15	28	6	4
Link Distance (ft)		1629	1629		1165	1165		
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200			200			200	200
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	32	5	44	16	14	25	25	34	36	31	27
Average Queue (ft)	2	0	4	0	0	4	3	8	8	7	7
95th Queue (ft)	13	5	22	5	6	18	16	29	28	26	25
Link Distance (ft)		279		473	473		699	699		1165	1165
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		200			200			200		
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	28	49	172	100	37	90	113	225	755	776
Average Queue (ft)	3	9	61	16	8	15	41	46	713	727
95th Queue (ft)	17	32	149	76	29	55	89	191	758	764
Link Distance (ft)		720		433		337	337		1394	1394
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200		200			200		
Storage Blk Time (%)			4					0	94	
Queuing Penalty (veh)			1					0	9	

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	WB	WB	B75	NB	NB	B85	SB	SB
Directions Served	L	TR	L	TR	T	L	TR	T	L	TR
Maximum Queue (ft)	38	19	225	548	129	225	988	4	224	741
Average Queue (ft)	5	1	144	361	9	207	744	0	20	399
95th Queue (ft)	24	8	318	518	78	263	1019	3	116	912
Link Distance (ft)	478	478		481	555		1095	1009		778
Upstream Blk Time (%)				9			3			25
Queuing Penalty (veh)				10			1			43
Storage Bay Dist (ft)			200			200			200	
Storage Blk Time (%)			0	81		89	13			57
Queuing Penalty (veh)			0	531		464	14			6

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	39	394	224	503	225	646	66	154
Average Queue (ft)	6	157	73	223	197	356	11	34
95th Queue (ft)	25	441	211	514	274	734	52	138
Link Distance (ft)	506	506		774		778		676
Upstream Blk Time (%)		11		2		2		
Queuing Penalty (veh)		12		1		5		
Storage Bay Dist (ft)			200		200		200	
Storage Blk Time (%)			10	22	69	1		3
Queuing Penalty (veh)			22	7	93	2		0

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	WB	WB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	TR
Maximum Queue (ft)	44	56	29	40	25	19	32
Average Queue (ft)	13	14	8	13	1	1	2
95th Queue (ft)	39	42	29	35	9	8	29
Link Distance (ft)		774		270			827
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	200		200		200	200	
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	24	115	193	392	26	21	64	222	201	60
Average Queue (ft)	2	15	23	137	3	3	20	119	7	5
95th Queue (ft)	11	58	82	273	14	13	49	201	83	33
Link Distance (ft)		555		1013		1394	1394		974	974
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	200		200		200			200		
Storage Blk Time (%)		0		3				2	0	
Queuing Penalty (veh)		0		1				0	0	

Intersection: 1020: Bend

Movement	SB
Directions Served	T
Maximum Queue (ft)	184
Average Queue (ft)	4
95th Queue (ft)	80
Link Distance (ft)	414
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1028: Northgate Boulevard/Northgate Blvd

Movement	WB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	362	15	49
Average Queue (ft)	136	0	5
95th Queue (ft)	281	11	25
Link Distance (ft)	373	292	292
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 1029: Northgate Boulevard & I-80 Eastbound Off Ramp

Movement	EB	EB
Directions Served	T	TR
Maximum Queue (ft)	119	200
Average Queue (ft)	5	54
95th Queue (ft)	49	134
Link Distance (ft)	298	298
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 1030: Del Paso Rd

Movement	EB	EB	B32	B32	B32
Directions Served	T	TR	T	T	
Maximum Queue (ft)	256	260	744	732	713
Average Queue (ft)	172	190	393	428	256
95th Queue (ft)	317	305	917	928	827
Link Distance (ft)	146	146	703	703	703
Upstream Blk Time (%)	66	60	12	17	12
Queuing Penalty (veh)	356	322	42	60	42
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1033: Del Paso Road/Del Paso Rd

Movement	EB	EB	EB	WB	WB	WB
Directions Served	T	T	T	T	T	TR
Maximum Queue (ft)	259	144	114	1141	1189	1172
Average Queue (ft)	216	14	5	629	1106	1123
95th Queue (ft)	277	77	51	1404	1217	1213
Link Distance (ft)	153	153	153	1123	1123	1123
Upstream Blk Time (%)	41	0	0	0	3	12
Queuing Penalty (veh)	341	1	2	2	31	115
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1037: Del Paso Rd/Del Paso Road

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 1050: Truxel Road

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	T	T	TR	R
Maximum Queue (ft)	3	20	40	38	172	23
Average Queue (ft)	0	0	1	1	6	0
95th Queue (ft)	2	15	15	13	65	17
Link Distance (ft)	246	246				
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1055: Arena Boulevard

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	57	2
Average Queue (ft)	3	0
95th Queue (ft)	37	2
Link Distance (ft)	164	164
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	4	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1060: Arena Bloulevard

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	529	549
Average Queue (ft)	68	500
95th Queue (ft)	350	541
Link Distance (ft)	499	499
Upstream Blk Time (%)	0	5
Queuing Penalty (veh)	3	41
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cummulative 2040 With Project PM

07/23/2021

Intersection: 1063: Arena Boulevard

Movement	EB	EB	WB	WB	WB
Directions Served	T	TR	T	T	T
Maximum Queue (ft)	59	15	191	317	329
Average Queue (ft)	2	0	7	173	264
95th Queue (ft)	29	7	71	351	329
Link Distance (ft)	499	499	264	264	264
Upstream Blk Time (%)			0	1	7
Queuing Penalty (veh)			0	9	54
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 1065: Arena Boulevard

Movement	EB	EB
Directions Served	TR	R
Maximum Queue (ft)	59	54
Average Queue (ft)	4	5
95th Queue (ft)	24	26
Link Distance (ft)	574	574
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 1067: Truxel Road

Movement	NB	NB	SB	SB	SB	SB
Directions Served	T	T	T	T	TR	R
Maximum Queue (ft)	30	4	90	120	78	30
Average Queue (ft)	1	0	2	3	6	1
95th Queue (ft)	21	3	53	55	35	14
Link Distance (ft)	214	214	681	681	681	681
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 1070: Northgate Boulevard

Movement	NB	NB	SB	SB
Directions Served	T	TR	T	T
Maximum Queue (ft)	41	28	157	230
Average Queue (ft)	1	1	8	21
95th Queue (ft)	13	10	72	112
Link Distance (ft)	380	380	313	313
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			0	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 1072: Northgate Boulevard

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	357	382
Average Queue (ft)	60	195
95th Queue (ft)	239	349
Link Distance (ft)	380	380
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	2
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3028: I-80 Westbound Off Ramp

Movement	WB	WB
Directions Served	T	TR
Maximum Queue (ft)	175	311
Average Queue (ft)	7	37
95th Queue (ft)	81	154
Link Distance (ft)	341	341
Upstream Blk Time (%)	0	1
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3029: Northgate Boulevard

Movement	EB	SB	SB
Directions Served	R	T	T
Maximum Queue (ft)	222	213	201
Average Queue (ft)	96	49	67
95th Queue (ft)	173	150	144
Link Distance (ft)	636	399	399
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4026: Truxel Road

Movement	NB	NB	NB
Directions Served	T	T	TR
Maximum Queue (ft)	26	59	142
Average Queue (ft)	1	2	13
95th Queue (ft)	11	23	65
Link Distance (ft)	461	461	461
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 15552

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:50	6:50	6:50	6:50	6:50	6:50	6:50
End Time	7:55	7:55	7:55	7:55	7:55	7:55	7:55
Total Time (min)	65	65	65	65	65	65	65
Time Recorded (min)	55	55	55	55	55	55	55
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	9884	10002	10192	9832	9928	9882	9885
Vehs Exited	9851	10000	10129	9834	9914	9865	9882
Starting Vehs	320	284	281	268	247	256	302
Ending Vehs	353	286	344	266	261	273	305
Denied Entry Before	21	8	35	93	38	31	93
Denied Entry After	519	484	543	667	406	532	956
Travel Distance (mi)	3672	3749	3799	3674	3678	3716	3689
Travel Time (hr)	540.7	475.9	526.0	575.4	475.8	485.0	756.0
Total Delay (hr)	424.7	357.7	406.5	459.3	360.0	367.7	639.0
Total Stops	9914	9068	9878	8581	8753	8939	9971
Fuel Used (gal)	243.8	229.3	243.8	249.0	228.0	231.0	293.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:50	6:50	6:50	6:50
End Time	7:55	7:55	7:55	7:55
Total Time (min)	65	65	65	65
Time Recorded (min)	55	55	55	55
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	9933	10112	9720	9938
Vehs Exited	9895	10022	9710	9910
Starting Vehs	291	311	297	276
Ending Vehs	329	401	307	304
Denied Entry Before	31	55	52	45
Denied Entry After	595	632	691	601
Travel Distance (mi)	3689	3764	3617	3705
Travel Time (hr)	568.6	658.8	592.7	565.5
Total Delay (hr)	452.0	539.8	479.1	448.6
Total Stops	9855	10387	9404	9477
Fuel Used (gal)	250.3	273.7	253.6	249.6

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2624	2751	2785	2665	2717	2690	2693
Vehs Exited	2652	2747	2812	2670	2714	2680	2702
Starting Vehs	320	284	281	268	247	256	302
Ending Vehs	292	288	254	263	250	266	293
Denied Entry Before	21	8	35	93	38	31	93
Denied Entry After	148	146	133	205	119	104	268
Travel Distance (mi)	979	1024	1047	986	994	997	993
Travel Time (hr)	99.3	88.4	97.8	99.3	88.1	82.0	124.1
Total Delay (hr)	68.2	56.0	65.0	68.1	56.9	50.7	92.9
Total Stops	2419	2396	2600	2339	2232	2300	2661
Fuel Used (gal)	54.5	53.3	56.3	54.2	52.3	51.0	61.1

Interval #1 Information

Start Time	7:00
End Time	7:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	2708	2658	2663	2696
Vehs Exited	2726	2659	2665	2702
Starting Vehs	291	311	297	276
Ending Vehs	273	310	295	263
Denied Entry Before	31	55	52	45
Denied Entry After	187	277	223	180
Travel Distance (mi)	1001	1000	987	1001
Travel Time (hr)	97.5	119.3	104.5	100.0
Total Delay (hr)	66.0	87.6	73.5	68.5
Total Stops	2471	2602	2492	2449
Fuel Used (gal)	54.9	59.7	55.9	55.3

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2666	2655	2839	2635	2689	2709	2631
Vehs Exited	2644	2680	2767	2662	2652	2686	2632
Starting Vehs	292	288	254	263	250	266	293
Ending Vehs	314	263	326	236	287	289	292
Denied Entry Before	148	146	133	205	119	104	268
Denied Entry After	320	272	258	407	295	280	596
Travel Distance (mi)	989	1000	1044	1001	996	1022	1003
Travel Time (hr)	138.7	117.8	123.4	143.0	123.3	115.7	181.6
Total Delay (hr)	107.4	86.4	90.5	111.4	91.9	83.5	149.8
Total Stops	2605	2384	2633	2313	2435	2416	2664
Fuel Used (gal)	63.8	59.3	62.0	64.4	60.3	59.3	73.9

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	2716	2755	2647	2695
Vehs Exited	2654	2760	2639	2677
Starting Vehs	273	310	295	263
Ending Vehs	335	305	303	282
Denied Entry Before	187	277	223	180
Denied Entry After	324	451	356	354
Travel Distance (mi)	992	1033	980	1006
Travel Time (hr)	145.6	173.6	147.1	141.0
Total Delay (hr)	114.2	140.9	116.5	109.2
Total Stops	2748	2818	2516	2557
Fuel Used (gal)	65.5	73.7	65.9	64.8

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	2787	2763	2718	2730	2735	2672	2794
Vehs Exited	2760	2760	2714	2697	2722	2677	2767
Starting Vehs	314	263	326	236	287	289	292
Ending Vehs	341	266	330	269	300	284	319
Denied Entry Before	320	272	258	407	295	280	596
Denied Entry After	381	373	433	556	330	419	780
Travel Distance (mi)	1028	1033	1021	1014	1013	1014	1029
Travel Time (hr)	169.9	148.5	165.5	189.1	155.2	161.2	253.3
Total Delay (hr)	137.7	116.0	133.2	157.0	123.3	129.0	220.5
Total Stops	2941	2596	2769	2387	2498	2556	2777
Fuel Used (gal)	73.1	67.0	71.1	75.8	68.7	69.9	91.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	2712	2777	2652	2734
Vehs Exited	2725	2758	2654	2722
Starting Vehs	335	305	303	282
Ending Vehs	322	324	301	296
Denied Entry Before	324	451	356	354
Denied Entry After	465	552	549	483
Travel Distance (mi)	1028	1028	988	1020
Travel Time (hr)	184.1	209.0	185.8	182.2
Total Delay (hr)	151.5	176.6	154.8	150.0
Total Stops	2792	2711	2629	2663
Fuel Used (gal)	75.7	81.4	74.8	74.9

Interval #4 Information Recording

Start Time	7:45
End Time	7:55
Total Time (min)	10
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	1807	1833	1850	1802	1787	1811	1767
Vehs Exited	1795	1813	1836	1805	1826	1822	1781
Starting Vehs	341	266	330	269	300	284	319
Ending Vehs	353	286	344	266	261	273	305
Denied Entry Before	381	373	433	556	330	419	780
Denied Entry After	519	484	543	667	406	532	956
Travel Distance (mi)	675	693	687	673	675	683	664
Travel Time (hr)	132.7	121.2	139.4	144.1	109.2	126.1	197.1
Total Delay (hr)	111.4	99.3	117.7	122.8	87.8	104.5	175.9
Total Stops	1949	1692	1876	1542	1588	1667	1869
Fuel Used (gal)	52.4	49.8	54.5	54.6	46.7	50.8	66.8

Interval #4 Information Recording

Start Time	7:45
End Time	7:55
Total Time (min)	10
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	1797	1922	1758	1812
Vehs Exited	1790	1845	1752	1810
Starting Vehs	322	324	301	296
Ending Vehs	329	401	307	304
Denied Entry Before	465	552	549	483
Denied Entry After	595	632	691	601
Travel Distance (mi)	668	703	661	678
Travel Time (hr)	141.5	157.0	155.3	142.4
Total Delay (hr)	120.3	134.8	134.3	120.9
Total Stops	1844	2256	1767	1805
Fuel Used (gal)	54.3	58.9	57.0	54.6

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	7.0	11.8	4.6	102.8	100.2	62.0	0.2	0.1	0.4	0.0	0.1	0.4
Denied Del/Veh (s)	33.4	32.2	31.5	591.1	580.8	591.8	2.6	0.5	2.7	2.4	0.4	2.6
Total Delay (hr)	41.7	21.9	7.5	22.9	1.9	0.5	12.8	4.9	8.0	1.1	10.3	1.9
Total Del/Veh (s)	197.1	59.3	51.3	189.9	16.0	7.5	137.3	40.4	55.3	58.7	46.9	14.0
Vehicles Entered	736	1288	511	417	414	251	322	432	514	64	782	497
Vehicles Exited	704	1295	512	406	421	254	322	436	507	64	776	496
Hourly Exit Rate	768	1413	559	443	459	277	351	476	553	70	847	541
Input Volume	832	1408	572	661	657	393	351	463	567	71	845	537
% of Volume	92	100	98	67	70	71	100	103	98	98	100	101
Denied Entry Before	1	1	1	17	16	8	0	0	1	0	0	0
Denied Entry After	16	32	11	209	207	126	0	0	0	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	289.5
Denied Del/Veh (s)	152.6
Total Delay (hr)	135.5
Total Del/Veh (s)	76.5
Vehicles Entered	6228
Vehicles Exited	6193
Hourly Exit Rate	6756
Input Volume	7357
% of Volume	92
Denied Entry Before	45
Denied Entry After	601

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	3.0	0.1	2.7	4.0	0.1	3.8
Total Delay (hr)	0.1	0.1	0.0	0.1	0.1	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	34.8	30.9	3.2	38.0	34.9	4.2	37.6	1.6	1.1	32.7	1.5	0.8
Vehicles Entered	10	9	8	9	10	24	10	95	10	9	110	11
Vehicles Exited	10	9	8	9	9	24	10	96	10	9	111	12
Hourly Exit Rate	11	10	9	10	10	26	11	105	11	10	121	13
Input Volume	10	10	10	10	10	25	10	102	10	10	121	10
% of Volume	109	98	87	98	98	105	109	103	109	98	100	131
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.5
Total Delay (hr)	0.7
Total Del/Veh (s)	7.7
Vehicles Entered	315
Vehicles Exited	317
Hourly Exit Rate	346
Input Volume	338
% of Volume	102
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.1	0.0	1.4	4.0	0.1	4.0	4.1	0.1	4.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.4	17.0	4.0	17.2	15.7	3.9	15.9	5.9	2.0	5.4	1.5	0.7
Vehicles Entered	9	9	10	9	9	28	8	9	9	9	8	24
Vehicles Exited	9	9	10	9	10	28	8	9	9	9	8	24
Hourly Exit Rate	10	10	11	10	11	31	9	10	10	10	9	26
Input Volume	10	10	10	10	10	25	10	10	10	10	10	24
% of Volume	98	98	109	98	109	122	87	98	98	98	87	109
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	1.8
Total Delay (hr)	0.3
Total Del/Veh (s)	7.3
Vehicles Entered	141
Vehicles Exited	142
Hourly Exit Rate	155
Input Volume	149
% of Volume	104
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.3	3.6	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.0	0.2	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.7	2.3	2.3	13.6	6.1	2.0	16.3	6.9	2.5	13.9	7.0	2.9
Vehicles Entered	9	438	9	41	286	11	8	11	22	8	10	9
Vehicles Exited	9	438	9	41	286	11	8	11	23	8	9	9
Hourly Exit Rate	10	478	10	45	312	12	9	12	25	9	10	10
Input Volume	10	482	10	48	314	10	10	10	25	10	10	10
% of Volume	98	99	98	93	99	120	87	120	100	87	98	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.3
Total Delay (hr)	1.1
Total Del/Veh (s)	4.6
Vehicles Entered	862
Vehicles Exited	862
Hourly Exit Rate	940
Input Volume	949
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.9	0.0	0.7	2.8	0.2	2.7	2.9	0.1	2.9
Total Delay (hr)	0.1	0.1	0.0	0.5	0.1	0.0	0.1	0.6	0.0	0.1	0.3	0.0
Total Del/Veh (s)	37.5	1.6	4.3	35.3	32.4	5.4	35.7	2.8	0.9	31.4	2.4	1.2
Vehicles Entered	9	230	11	54	10	10	9	804	24	9	414	10
Vehicles Exited	9	230	11	54	10	10	9	805	24	9	415	10
Hourly Exit Rate	10	251	12	59	11	11	10	878	26	10	453	11
Input Volume	10	247	10	64	10	10	10	871	24	10	458	10
% of Volume	98	102	120	92	109	109	98	101	109	98	99	109
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.9
Total Del/Veh (s)	4.3
Vehicles Entered	1594
Vehicles Exited	1596
Hourly Exit Rate	1741
Input Volume	1734
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	3.5	0.6	3.6	3.0	0.4	2.9	3.1	0.2	0.4	0.0	0.0	0.0
Total Delay (hr)	0.3	0.9	0.1	0.8	0.4	0.0	0.1	0.2	0.9	0.1	0.3	0.0
Total Del/Veh (s)	18.9	15.2	3.8	23.3	13.6	3.3	21.3	9.2	6.7	24.0	3.1	3.7
Vehicles Entered	63	214	62	118	98	10	22	92	494	9	315	36
Vehicles Exited	63	214	62	117	98	10	23	92	494	9	315	36
Hourly Exit Rate	69	233	68	128	107	11	25	100	539	10	344	39
Input Volume	73	243	64	127	102	10	24	97	532	10	341	38
% of Volume	94	96	106	101	105	109	105	103	101	98	101	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.8
Total Delay (hr)	4.1
Total Del/Veh (s)	9.6
Vehicles Entered	1533
Vehicles Exited	1533
Hourly Exit Rate	1672
Input Volume	1661
% of Volume	101
Denied Entry Before	0
Denied Entry After	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	3.8	0.9	3.5	1.8	0.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.4	0.4	0.6	0.1	0.0	1.1	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	26.1	18.1	5.4	26.7	17.1	3.2	29.3	5.6	3.3	26.7	7.7	2.1
Vehicles Entered	7	88	270	80	22	8	129	16	20	11	10	10
Vehicles Exited	8	88	270	80	22	8	129	16	20	11	10	10
Hourly Exit Rate	9	96	295	87	24	9	141	17	22	12	11	11
Input Volume	10	97	290	89	25	10	140	16	24	10	10	10
% of Volume	87	99	102	98	96	87	101	109	91	120	109	109
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.8
Total Delay (hr)	2.8
Total Del/Veh (s)	15.1
Vehicles Entered	671
Vehicles Exited	672
Hourly Exit Rate	733
Input Volume	731
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	2.4	0.5	2.6	4.0	0.5	3.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.2	0.4	0.3	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.7	9.5	4.8	14.7	5.6	2.2	15.3	2.4	3.2	14.4	1.1	2.3
Vehicles Entered	8	87	270	80	21	9	33	61	7	9	110	9
Vehicles Exited	8	86	270	81	22	9	33	62	8	9	110	9
Hourly Exit Rate	9	94	295	88	24	10	36	68	9	10	120	10
Input Volume	10	97	290	89	25	10	37	63	10	10	121	10
% of Volume	87	97	102	99	96	98	97	107	87	98	99	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.6
Total Delay (hr)	1.3
Total Del/Veh (s)	6.4
Vehicles Entered	704
Vehicles Exited	707
Hourly Exit Rate	771
Input Volume	772
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	1.0	0.0	0.4	0.3	0.1	0.1	0.3	0.1	2.4	0.0	0.0
Total Del/Veh (s)	37.6	5.2	3.4	35.3	4.8	3.5	42.7	1.4	4.6	29.3	2.1	1.4
Vehicles Entered	9	701	7	41	192	71	8	756	59	288	62	9
Vehicles Exited	9	700	7	41	192	71	8	756	58	288	62	9
Hourly Exit Rate	10	764	8	45	209	77	9	825	63	314	68	10
Input Volume	10	765	10	48	210	76	10	817	64	314	65	10
% of Volume	98	100	76	93	100	102	87	101	99	100	104	98
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	4.7
Total Del/Veh (s)	7.7
Vehicles Entered	2203
Vehicles Exited	2201
Hourly Exit Rate	2401
Input Volume	2399
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

Total Network Performance

Denied Delay (hr)	290.8
Denied Del/Veh (s)	99.3
Total Delay (hr)	157.7
Total Del/Veh (s)	55.6
Vehicles Entered	9938
Vehicles Exited	9910
Hourly Exit Rate	10811
Input Volume	27378
% of Volume	39
Denied Entry Before	45
Denied Entry After	601

Queuing and Blocking Report
 Cumulative Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	316	383	450	1112	1033	922	250	270	310	460	426	179
Average Queue (ft)	298	368	428	803	691	488	241	268	309	438	178	39
95th Queue (ft)	347	427	507	1397	1329	887	292	274	309	451	458	119
Link Distance (ft)				1153	1153	1153				420	420	420
Upstream Blk Time (%)				19	2	0				74	0	
Queuing Penalty (veh)				0	0	0				0	0	
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	40	60	69	19		37	31	42	80			0
Queuing Penalty (veh)	187	280	324	155		210	144	91	176			0

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	174	258	294	468	449	592	205	61	78	274	272	278
Average Queue (ft)	49	191	207	212	139	317	192	21	37	191	181	173
95th Queue (ft)	119	286	326	610	445	648	238	53	68	250	247	247
Link Distance (ft)				1110	1110	1110				925	925	925
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	0	18	22	0		1	47			0		3
Queuing Penalty (veh)	1	27	34	0		5	72			0		19

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	243	123
Average Queue (ft)	78	62
95th Queue (ft)	172	102
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	195	195
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cumulative Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	44	32	15	39	43	42	46	36	29	18	37	38
Average Queue (ft)	9	6	3	9	7	12	10	7	2	1	8	8
95th Queue (ft)	30	22	13	30	27	32	35	27	17	11	30	30
Link Distance (ft)	626		1610				820		820		757	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	29	22
Average Queue (ft)	3	1
95th Queue (ft)	18	11
Link Distance (ft)	757	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	33	32	20	34	32	36	34	30	28	32	23	23
Average Queue (ft)	9	7	5	8	7	13	8	5	4	4	1	3
95th Queue (ft)	30	25	19	29	25	32	30	22	21	21	10	16
Link Distance (ft)	1610			1144			347			759		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
 Cumulative Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	34	54	57	25	63	128	58	26	32	24	40	32
Average Queue (ft)	8	18	25	4	27	62	5	6	7	4	8	7
95th Queue (ft)	28	43	54	18	55	104	30	23	26	17	27	26
Link Distance (ft)		282	282			568	568			708		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			150	200			150	200		150	200
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	28	17
Average Queue (ft)	4	2
95th Queue (ft)	18	12
Link Distance (ft)	1144	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cumulative Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	47	37	21	95	30	20	38	146	141	18	34	68
Average Queue (ft)	8	6	6	37	6	4	8	55	39	2	7	23
95th Queue (ft)	29	24	20	76	24	16	29	111	98	11	25	54
Link Distance (ft)		725	725		421			399	399			1360
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		150	200			150	200	
Storage Blk Time (%)											0	
Queuing Penalty (veh)											0	

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	79	27
Average Queue (ft)	25	2
95th Queue (ft)	66	13
Link Distance (ft)	1360	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	79	175	64	121	90	12	50	80	165	45	82	54
Average Queue (ft)	40	86	26	54	30	2	20	35	85	9	32	18
95th Queue (ft)	72	147	56	104	69	10	47	70	136	33	69	46
Link Distance (ft)		546			468			1080	1080		813	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150	200		150	200			200		150
Storage Blk Time (%)												0
Queuing Penalty (veh)												1

Queuing and Blocking Report
 Cumulative Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	32	91	108	106	61	33	143	27	30	31	18	12
Average Queue (ft)	8	43	54	50	16	5	71	4	6	8	2	2
95th Queue (ft)	28	79	89	88	47	22	117	18	23	26	11	8
Link Distance (ft)	568			758			813			668		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	32	74	92	94	47	21	62	24	37	33	27	22
Average Queue (ft)	7	28	45	40	9	3	25	1	7	5	6	3
95th Queue (ft)	26	58	79	74	33	16	53	11	28	23	23	16
Link Distance (ft)	758			257			954			820		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 107: Innovator Drive & West Entrance Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	7	15
Average Queue (ft)	0	2
95th Queue (ft)	4	10
Link Distance (ft)	820	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cumulative Plus Project AM Peak_Updated Geometry

08/12/2021

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	25	129	1	71	45	33	19	24	20	54	220	169
Average Queue (ft)	5	47	0	22	9	6	2	3	3	21	131	10
95th Queue (ft)	19	99	1	56	29	23	12	15	13	47	210	97
Link Distance (ft)		537			994			1360	1360			954
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150	200		150	200			150	200	
Storage Blk Time (%)			0								2	0
Queuing Penalty (veh)			0								0	0

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	30	28
Average Queue (ft)	4	2
95th Queue (ft)	17	14
Link Distance (ft)	954	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1727

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:50	4:50	4:50	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115	115	115	115
Time Recorded (min)	105	105	105	105	105	105	105
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	21067	21273	21080	21488	21440	21630	21205
Vehs Exited	21133	21330	21120	21453	21453	21637	21187
Starting Vehs	421	414	387	378	373	410	355
Ending Vehs	355	357	347	413	360	403	373
Denied Entry Before	239	166	288	302	239	141	221
Denied Entry After	4120	3327	3948	3860	3538	3560	3715
Travel Distance (mi)	8002	8071	7981	8146	8129	8177	8033
Travel Time (hr)	4534.1	3692.2	4248.7	4361.1	4005.2	3833.2	4157.9
Total Delay (hr)	4276.1	3432.3	3992.0	4098.5	3743.9	3570.2	3898.7
Total Stops	21761	22091	21529	22265	22349	22458	21819
Fuel Used (gal)	1291.3	1102.3	1225.1	1255.0	1174.1	1137.0	1205.2

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:50	4:50	4:50	4:50
End Time	6:45	6:45	6:45	6:45
Total Time (min)	115	115	115	115
Time Recorded (min)	105	105	105	105
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	21363	21312	21221	21305
Vehs Exited	21328	21328	21239	21321
Starting Vehs	335	363	387	372
Ending Vehs	370	347	369	365
Denied Entry Before	293	259	249	239
Denied Entry After	3927	3892	3951	3781
Travel Distance (mi)	8047	8080	8071	8074
Travel Time (hr)	4288.2	4321.6	4250.9	4169.3
Total Delay (hr)	4029.4	4061.3	3990.0	3909.2
Total Stops	22059	22199	21984	22049
Fuel Used (gal)	1237.2	1246.5	1228.2	1210.2

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	3078	3018	2949	3039	3011	3150	2990
Vehs Exited	3143	3077	2976	3042	3025	3130	2990
Starting Vehs	421	414	387	378	373	410	355
Ending Vehs	356	355	360	375	359	430	355
Denied Entry Before	239	166	288	302	239	141	221
Denied Entry After	860	672	736	762	809	501	687
Travel Distance (mi)	1174	1168	1133	1160	1140	1191	1135
Travel Time (hr)	230.6	193.3	217.3	228.9	210.5	181.5	199.6
Total Delay (hr)	192.7	155.6	181.1	191.4	173.9	143.3	163.0
Total Stops	3216	3215	3045	3186	3151	3369	3140
Fuel Used (gal)	90.6	82.3	86.1	89.6	84.4	79.9	82.0

Interval #1 Information

Start Time	5:00
End Time	5:15
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	2997	3123	3031	3039
Vehs Exited	2986	3111	3029	3051
Starting Vehs	335	363	387	372
Ending Vehs	346	375	389	364
Denied Entry Before	293	259	249	239
Denied Entry After	825	734	697	726
Travel Distance (mi)	1113	1165	1161	1154
Travel Time (hr)	226.0	217.6	202.6	210.8
Total Delay (hr)	190.1	180.1	165.0	173.6
Total Stops	3127	3276	3218	3190
Fuel Used (gal)	87.5	87.4	83.7	85.3

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	3080	3064	3028	2995	3009	3075	2936
Vehs Exited	3023	3057	3027	3002	2972	3148	2940
Starting Vehs	356	355	360	375	359	430	355
Ending Vehs	413	362	361	368	396	357	351
Denied Entry Before	860	672	736	762	809	501	687
Denied Entry After	1408	1039	1270	1285	1325	1010	1287
Travel Distance (mi)	1170	1162	1145	1137	1136	1179	1119
Travel Time (hr)	379.5	307.3	334.1	348.4	358.6	282.9	326.1
Total Delay (hr)	341.8	269.9	297.0	312.1	321.8	245.0	289.8
Total Stops	3246	3240	3058	3066	3100	3243	2988
Fuel Used (gal)	124.0	107.4	112.7	116.5	118.1	103.0	110.1

Interval #2 Information

Start Time	5:15
End Time	5:30
Total Time (min)	15
Volumes adjusted by PHF, Growth Factors.	

Run Number	8	9	10	Avg
Vehs Entered	2994	2877	2957	3003
Vehs Exited	2988	2896	3006	3008
Starting Vehs	346	375	389	364
Ending Vehs	352	356	340	355
Denied Entry Before	825	734	697	726
Denied Entry After	1365	1350	1279	1259
Travel Distance (mi)	1123	1102	1131	1140
Travel Time (hr)	356.1	348.7	334.5	337.6
Total Delay (hr)	320.0	312.9	297.9	300.8
Total Stops	2959	2940	2990	3088
Fuel Used (gal)	117.4	114.6	112.3	113.6

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	3009	2961	2996	3005	3142	2997	3152
Vehs Exited	3053	2958	2995	3028	3188	2976	3109
Starting Vehs	413	362	361	368	396	357	351
Ending Vehs	369	365	362	345	350	378	394
Denied Entry Before	1408	1039	1270	1285	1325	1010	1287
Denied Entry After	1996	1619	1754	1803	1690	1582	1752
Travel Distance (mi)	1144	1122	1137	1154	1191	1141	1193
Travel Time (hr)	515.4	424.4	464.4	479.8	473.6	414.4	470.4
Total Delay (hr)	478.6	388.4	427.8	442.5	435.7	377.7	431.8
Total Stops	3160	2930	3101	3117	3278	3211	3390
Fuel Used (gal)	154.5	133.2	142.7	145.9	146.3	130.6	145.5

Interval #3 Information

Start Time	5:30
End Time	5:45
Total Time (min)	15
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	3038	3092	3139	3053
Vehs Exited	3002	3055	3079	3043
Starting Vehs	352	356	340	355
Ending Vehs	388	393	400	364
Denied Entry Before	1365	1350	1279	1259
Denied Entry After	1822	1817	1788	1759
Travel Distance (mi)	1146	1163	1170	1156
Travel Time (hr)	495.0	488.0	481.1	470.6
Total Delay (hr)	458.1	450.6	443.5	433.5
Total Stops	3171	3236	3174	3174
Fuel Used (gal)	149.7	148.7	147.1	144.4

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	1	2	3	4	5	6	7
Vehs Entered	11900	12230	12107	12449	12278	12408	12127
Vehs Exited	11914	12238	12122	12381	12268	12383	12148
Starting Vehs	369	365	362	345	350	378	394
Ending Vehs	355	357	347	413	360	403	373
Denied Entry Before	1996	1619	1754	1803	1690	1582	1752
Denied Entry After	4120	3327	3948	3860	3538	3560	3715
Travel Distance (mi)	4515	4619	4565	4694	4662	4666	4587
Travel Time (hr)	3408.7	2767.2	3232.9	3304.0	2962.5	2954.5	3161.8
Total Delay (hr)	3263.0	2618.4	3086.1	3152.4	2812.4	2804.2	3014.1
Total Stops	12139	12706	12325	12896	12820	12635	12301
Fuel Used (gal)	922.2	779.4	883.7	903.0	825.2	823.6	867.5

Interval #4 Information Recording

Start Time	5:45
End Time	6:45
Total Time (min)	60
Volumes adjusted by Growth Factors, Anti PHF.	

Run Number	8	9	10	Avg
Vehs Entered	12334	12220	12094	12217
Vehs Exited	12352	12266	12125	12218
Starting Vehs	388	393	400	364
Ending Vehs	370	347	369	365
Denied Entry Before	1822	1817	1788	1759
Denied Entry After	3927	3892	3951	3781
Travel Distance (mi)	4665	4651	4609	4623
Travel Time (hr)	3211.2	3267.5	3232.8	3150.3
Total Delay (hr)	3061.1	3117.6	3083.6	3001.3
Total Stops	12802	12747	12602	12595
Fuel Used (gal)	882.6	895.9	885.1	866.8

6: East Commerce Way & Del Paso Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	432.8	307.2	158.3	280.3	475.8	175.4	609.4	618.9	444.4	0.4	0.1	0.6
Denied Del/Veh (s)	729.8	727.2	724.2	730.0	727.3	729.9	1198.2	1189.6	1199.3	2.6	0.4	2.7
Total Delay (hr)	97.9	18.9	4.0	35.7	24.5	5.5	80.5	22.3	11.9	14.2	15.8	5.8
Total Del/Veh (s)	206.4	56.0	23.3	117.0	46.5	28.6	236.9	67.0	49.4	97.1	68.7	26.5
Vehicles Entered	1663	1189	614	1088	1864	683	1170	1182	853	517	821	780
Vehicles Exited	1662	1194	616	1086	1864	683	1168	1185	861	517	821	780
Hourly Exit Rate	950	682	352	621	1065	390	667	677	492	295	469	446
Input Volume	1207	869	453	769	1335	485	1025	1050	746	298	466	440
% of Volume	79	79	78	81	80	80	65	64	66	99	101	101
Denied Entry Before	28	19	11	28	55	20	31	27	19	0	0	0
Denied Entry After	472	332	173	294	491	182	661	691	481	0	0	0

6: East Commerce Way & Del Paso Road Performance by movement

Movement	All
Denied Delay (hr)	3503.6
Denied Del/Veh (s)	778.5
Total Delay (hr)	337.1
Total Del/Veh (s)	95.8
Vehicles Entered	12424
Vehicles Exited	12437
Hourly Exit Rate	7107
Input Volume	9143
% of Volume	78
Denied Entry Before	238
Denied Entry After	3777

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.6	3.9	0.2	3.8
Total Delay (hr)	0.2	0.2	0.0	0.2	0.2	0.1	0.2	0.2	0.0	0.3	0.1	0.0
Total Del/Veh (s)	34.3	36.5	3.3	37.7	25.4	4.6	35.6	2.1	1.1	35.7	1.5	0.5
Vehicles Entered	17	17	19	15	25	59	15	341	16	30	219	18
Vehicles Exited	16	17	19	15	25	59	16	341	16	30	219	18
Hourly Exit Rate	9	10	11	9	14	34	9	195	9	17	125	10
Input Volume	10	10	10	10	13	33	10	197	10	18	126	10
% of Volume	91	97	109	86	110	102	91	99	91	95	99	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

101: Innovator Drive & Sports Parkway North Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.5
Total Del/Veh (s)	6.9
Vehicles Entered	791
Vehicles Exited	791
Hourly Exit Rate	452
Input Volume	457
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	1.9	0.0	1.8	4.2	0.2	4.1	4.2	0.2	4.1
Total Delay (hr)	0.1	0.1	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.7	10.4	4.6	16.9	16.0	3.9	17.7	5.6	2.2	5.3	1.2	0.6
Vehicles Entered	14	32	17	17	19	57	16	19	20	17	18	63
Vehicles Exited	15	32	17	17	19	57	16	19	20	17	18	63
Hourly Exit Rate	9	18	10	10	11	33	9	11	11	10	10	36
Input Volume	10	18	10	10	10	33	10	10	10	10	10	36
% of Volume	86	102	97	97	109	99	91	109	114	97	103	100
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

102: Five Star Way & Sports Parkway North/Sports Parkway East Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	2.0
Total Delay (hr)	0.6
Total Del/Veh (s)	6.6
Vehicles Entered	309
Vehicles Exited	310
Hourly Exit Rate	177
Input Volume	177
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.2	3.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	1.3	0.0	0.1	0.5	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	18.1	5.8	2.2	13.5	5.5	1.7	15.4	0.8	2.8	15.5	8.5	3.0
Vehicles Entered	17	793	17	30	322	18	19	157	16	17	19	18
Vehicles Exited	17	791	17	30	321	18	19	157	16	17	19	18
Hourly Exit Rate	10	452	10	17	183	10	11	90	9	10	11	10
Input Volume	10	459	10	18	180	10	10	90	10	10	10	10
% of Volume	97	98	97	95	102	103	109	100	91	97	109	103
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

103: Sports Parkway East & Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	2.3
Total Del/Veh (s)	5.6
Vehicles Entered	1443
Vehicles Exited	1440
Hourly Exit Rate	823
Input Volume	827
% of Volume	99
Denied Entry Before	0
Denied Entry After	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	1.2	0.0	1.1	3.2	0.2	3.2	2.4	0.2	2.2
Total Delay (hr)	0.2	0.4	0.0	0.6	0.2	0.0	0.2	0.5	0.0	0.2	1.7	0.0
Total Del/Veh (s)	35.5	1.1	8.3	36.3	35.3	3.7	35.8	2.1	0.9	42.1	3.1	1.5
Vehicles Entered	16	1413	17	56	19	19	16	885	154	17	1993	17
Vehicles Exited	16	1414	17	55	19	18	17	884	155	17	1993	17
Hourly Exit Rate	9	808	10	31	11	10	10	505	89	10	1139	10
Input Volume	10	799	10	33	10	10	10	503	90	10	1147	10
% of Volume	91	101	97	95	109	103	97	100	98	97	99	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

104: Innovator Drive & Sports Parkway South Performance by movement

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	0.3
Total Delay (hr)	4.0
Total Del/Veh (s)	3.1
Vehicles Entered	4622
Vehicles Exited	4622
Hourly Exit Rate	2641
Input Volume	2642
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.1	4.0	2.2	0.1	0.2	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	3.9	0.4	3.8	12.5	12.1	13.7	3.0	0.4	0.4	0.0	0.0	0.0
Total Delay (hr)	0.8	1.1	0.1	8.0	2.6	0.0	2.3	1.6	1.0	0.2	1.6	0.0
Total Del/Veh (s)	30.9	29.7	6.3	24.7	14.2	4.2	43.9	18.8	5.9	33.8	21.5	6.7
Vehicles Entered	97	129	59	1156	656	19	188	312	610	17	267	18
Vehicles Exited	97	129	59	1155	656	19	190	312	609	17	267	18
Hourly Exit Rate	55	74	34	660	375	11	109	178	348	10	153	10
Input Volume	54	72	33	655	378	10	108	180	342	10	149	10
% of Volume	103	102	102	101	99	109	101	99	102	97	102	103
Denied Entry Before	0	0	0	1	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	3	1	0	0	0	0	0	0	0

105: Sports Parkway West & Main Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	6.7
Denied Del/Veh (s)	6.9
Total Delay (hr)	19.4
Total Del/Veh (s)	19.7
Vehicles Entered	3528
Vehicles Exited	3528
Hourly Exit Rate	2016
Input Volume	2001
% of Volume	101
Denied Entry Before	1
Denied Entry After	4

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	3.6	0.5	3.8	2.9	0.3	2.7	2.1	0.8	2.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.8	0.3	0.5	2.1	0.0	5.2	0.0	0.2	0.1	0.1	0.0
Total Del/Veh (s)	31.1	22.0	4.0	30.5	21.5	4.5	29.9	7.2	3.9	32.7	12.6	4.6
Vehicles Entered	16	122	226	58	351	20	623	17	218	16	18	17
Vehicles Exited	16	122	226	58	351	20	622	17	218	16	18	17
Hourly Exit Rate	9	70	129	33	201	11	355	10	125	9	10	10
Input Volume	10	72	126	33	197	10	360	10	126	10	10	10
% of Volume	91	97	102	100	102	114	99	97	99	91	103	97
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

106: Sports Parkway West & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.8
Denied Del/Veh (s)	1.8
Total Delay (hr)	9.5
Total Del/Veh (s)	19.9
Vehicles Entered	1702
Vehicles Exited	1701
Hourly Exit Rate	972
Input Volume	974
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	4.2	0.2	4.2	0.0	0.0	0.0	0.2	0.0	0.3
Total Delay (hr)	0.2	0.1	0.1	0.1	0.0	0.0	0.1	0.2	0.0	0.0	0.2	0.0
Total Del/Veh (s)	10.3	1.3	3.8	11.6	8.5	3.6	10.6	1.3	1.8	9.8	3.0	1.2
Vehicles Entered	59	241	56	19	21	19	18	652	17	16	185	68
Vehicles Exited	59	241	56	19	21	19	18	651	17	16	184	67
Hourly Exit Rate	34	138	32	11	12	11	10	372	10	9	105	38
Input Volume	33	142	33	10	10	10	10	368	10	10	108	36
% of Volume	102	97	97	109	120	109	103	101	97	91	97	106
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

107: Innovator Drive & West Entrance Road Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	1.0
Total Del/Veh (s)	2.5
Vehicles Entered	1371
Vehicles Exited	1368
Hourly Exit Rate	782
Input Volume	780
% of Volume	100
Denied Entry Before	0
Denied Entry After	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.2	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.4	0.7	2.3	0.0	0.0	0.0	1.8	0.1	1.6
Total Delay (hr)	0.2	1.8	0.0	0.7	1.1	0.9	0.2	0.3	0.1	3.6	0.0	0.0
Total Del/Veh (s)	34.4	9.1	3.0	36.0	22.6	5.2	36.0	1.3	4.1	29.5	5.6	2.1
Vehicles Entered	16	720	20	64	173	638	16	792	111	434	17	20
Vehicles Exited	16	721	20	65	174	637	16	793	111	434	17	20
Hourly Exit Rate	9	412	11	37	99	364	9	453	63	248	10	11
Input Volume	10	404	10	36	98	360	10	447	66	252	10	10
% of Volume	91	102	114	103	101	101	91	101	96	98	97	114
Denied Entry Before	0	0	0	0	0	0	0	0	0	0	0	0
Denied Entry After	0	0	0	0	0	0	0	0	0	0	0	0

108: Innovator Drive & Main Entrance Road/Terracina Drive Performance by movement

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	0.9
Total Delay (hr)	8.9
Total Del/Veh (s)	10.5
Vehicles Entered	3021
Vehicles Exited	3024
Hourly Exit Rate	1728
Input Volume	1713
% of Volume	101
Denied Entry Before	0
Denied Entry After	0

Total Network Performance

Denied Delay (hr)	3512.6
Denied Del/Veh (s)	504.1
Total Delay (hr)	396.6
Total Del/Veh (s)	65.8
Vehicles Entered	21305
Vehicles Exited	21321
Hourly Exit Rate	12183
Input Volume	34197
% of Volume	36
Denied Entry Before	239
Denied Entry After	3781

Queuing and Blocking Report
 Cumulative Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 6: East Commerce Way & Del Paso Road

Movement	EB	EB	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB
Directions Served	L	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	316	383	450	1205	1173	1153	250	270	310	469	438	457
Average Queue (ft)	308	381	449	1173	859	305	127	267	309	438	320	256
95th Queue (ft)	322	387	450	1188	1588	860	246	277	314	451	506	467
Link Distance (ft)				1153	1153	1153				420	420	420
Upstream Blk Time (%)				55	5	0				51	1	5
Queuing Penalty (veh)				0	0	0				0	0	0
Storage Bay Dist (ft)	250	250	250				165	230	230			
Storage Blk Time (%)	46	63	69	0		13	6	31	59	6		26
Queuing Penalty (veh)	133	181	199	1		58	16	140	263	43		128

Intersection: 6: East Commerce Way & Del Paso Road

Movement	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	L	L	T	T	T	R	L	L	T	T	T
Maximum Queue (ft)	210	265	305	1166	1131	1107	205	282	303	271	214	239
Average Queue (ft)	154	262	304	1130	950	411	195	151	165	141	134	122
95th Queue (ft)	261	271	306	1146	1467	874	240	253	266	207	191	189
Link Distance (ft)				1110	1110	1110				925	925	925
Upstream Blk Time (%)				67	4	0						
Queuing Penalty (veh)				0	0	0						
Storage Bay Dist (ft)	140	225	225				145	280	280			
Storage Blk Time (%)	12	53	66	3		21	39	0	1	0		0
Queuing Penalty (veh)	53	186	232	34		157	136	0	1	0		2

Intersection: 6: East Commerce Way & Del Paso Road

Movement	SB	SB
Directions Served	R	R
Maximum Queue (ft)	214	188
Average Queue (ft)	93	86
95th Queue (ft)	157	150
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	195	195
Storage Blk Time (%)	0	0
Queuing Penalty (veh)	0	0

Queuing and Blocking Report
 Cumulative Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	41	43	20	43	38	51	45	46	52	21	58	53
Average Queue (ft)	7	6	4	7	8	14	9	8	10	1	15	9
95th Queue (ft)	26	24	15	28	27	34	30	31	36	9	42	34
Link Distance (ft)	626			1610			820		820		757	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 101: Innovator Drive & Sports Parkway North

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	39	14
Average Queue (ft)	3	1
95th Queue (ft)	19	7
Link Distance (ft)	757	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 102: Five Star Way & Sports Parkway North/Sports Parkway East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	44	39	32	39	30	47	41	30	29	30	25	35
Average Queue (ft)	7	7	5	8	7	14	9	5	5	5	1	4
95th Queue (ft)	27	25	20	28	24	32	32	22	23	21	8	19
Link Distance (ft)	1610			1144			347				759	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150		200		150		200		150	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Queuing and Blocking Report
 Cumulative Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	36	101	117	25	48	104	27	26	43	29	22	40
Average Queue (ft)	8	45	48	3	13	42	1	4	8	3	3	8
95th Queue (ft)	29	79	88	15	38	76	11	18	29	16	13	28
Link Distance (ft)		282	282			568	568			708		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			150	200			150	200		150	200
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 103: Sports Parkway East & Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	30	22
Average Queue (ft)	4	3
95th Queue (ft)	18	14
Link Distance (ft)	1144	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cumulative Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	42	39	23	79	37	22	40	94	91	42	43	171
Average Queue (ft)	7	8	5	23	6	4	8	31	16	7	8	52
95th Queue (ft)	27	28	19	56	24	16	28	73	51	25	27	120
Link Distance (ft)		725	725		421			399	399			1360
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			200		150	200			150	200	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 104: Innovator Drive & Sports Parkway South

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	188	23
Average Queue (ft)	58	1
95th Queue (ft)	129	11
Link Distance (ft)	1360	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 105: Sports Parkway West & Main Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	93	115	65	225	329	61	156	177	151	48	142	41
Average Queue (ft)	40	47	20	208	212	3	65	68	59	10	69	7
95th Queue (ft)	77	89	50	260	353	25	120	126	105	35	118	29
Link Distance (ft)		546			468			1079	1079		813	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150	200		150	200			200		150
Storage Blk Time (%)		0		24	3	0	0	0				0
Queuing Penalty (veh)		0		93	18	0	0	0				0

Queuing and Blocking Report
 Cumulative Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 106: Sports Parkway West & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	R	L	T	R
Maximum Queue (ft)	43	93	72	75	193	63	224	332	75	51	25	15
Average Queue (ft)	8	36	32	25	86	7	154	25	21	7	3	2
95th Queue (ft)	30	72	55	57	148	31	229	155	49	27	15	9
Link Distance (ft)	568			758			813			668		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	150		200	150		200	150		200	150	
Storage Blk Time (%)	0			1			5					
Queuing Penalty (veh)	0			0			6					

Intersection: 107: Innovator Drive & West Entrance Road

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	57	25	48	31	28	21	33	33	60	27	32	61
Average Queue (ft)	20	5	12	9	7	5	8	2	16	3	6	12
95th Queue (ft)	44	20	31	29	25	20	30	13	46	16	24	37
Link Distance (ft)	758			257			968			968		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	150		200	150		200	150		200	200	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 107: Innovator Drive & West Entrance Road

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	20	20
Average Queue (ft)	1	3
95th Queue (ft)	8	12
Link Distance (ft)	820	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report
 Cumulative Plus Project PM Peak_Updated Geometry

08/12/2021

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	38	152	9	74	102	113	24	20	25	63	220	146
Average Queue (ft)	6	59	1	17	27	37	2	3	2	21	109	4
95th Queue (ft)	23	114	6	48	69	79	10	13	13	47	185	48
Link Distance (ft)		542			994			1360	1360			968
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200		150	200		150	200			150	200	
Storage Blk Time (%)		0										1
Queuing Penalty (veh)		0										0

Intersection: 108: Innovator Drive & Main Entrance Road/Terracina Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	24	28
Average Queue (ft)	1	3
95th Queue (ft)	9	18
Link Distance (ft)	968	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2085

Appendix E

Basic Freeway Sections Analysis

Segment Inputs				Existing Conditions													
				Flow Inputs		AM LOS Performance Measures				PM LOS Performance Measures							
		Length (ft)	Number of Lanes (N)	Interchange Density (I/mi)	AM Peak	PM Peak	V _p	FFS	S	D	V _p	FFS	S	D			
					(veh/h)	(veh/h)	(pc/h/ln)	(mi/h)	(mi/h)	(pc/mi/ln)	(pc/h/ln)	(mi/h)	(mi/h)	(pc/mi/ln)			
I-5	Northbound	I-80 to Arena Boulevard	3900	5	0.83	4,801	7,322	969.802	72.6372	75	74.9899	12.9324	1479.04	72.6372	75	72.4596	20.412
		Arena Boulevard Overcrossing	2900	4	0.83	4,002	6,084	1010.51	72.6372	75	74.9988	13.4736	1536.21	72.6372	75	71.8171	21.3906
		Del Paso Road Overcrossing	2500	3	0.83	3,265	4,916	1099.22	72.6372	75	74.891	14.6775	1655.05	72.6372	75	70.2499	23.5595
		SR-99 On Ramp to SR-99 Off-Ramp	2600	3	1.00	2,647	3,807	891.106	72.18	70	68.8932	12.9346	1281.72	72.18	70	69.9225	18.3305
	Southbound	SR-99 Off-Ramp to SR-99 On Ramp	1300	4	1.00	4,071	3,603	1027.91	72.18	70	69.6565	14.7568	909.72	72.18	70	69.0226	13.18
		Del Paso Road Overcrossing	2400	4	0.83	4,712	3,978	1189.68	72.6372	75	74.6017	15.9471	1004.45	72.6372	75	74.9998	13.3926
		Arena Boulevard Overcrossing	2400	4	0.83	4,940	3,841	1247.35	72.6372	75	74.3227	16.7829	969.853	72.6372	75	74.9899	12.9331
		Arena Boulevard to I-80	3800	5	0.83	6,408	4,550	1294.42	72.6372	75	74.0404	17.4826	919.1	72.6372	75	74.9275	12.2665
I-80	Eastbound	I-5 to Truxel Road	1400	4	0.83	4,567	4,882	1153.17	72.6372	75	74.7403	15.429	1232.71	72.6372	75	74.4005	16.5685
		Truxel Road Overcrossing	2800	3	0.83	3,423	3,946	1152.41	72.6372	75	74.7429	15.4183	1328.49	72.6372	75	73.8055	17.9998
		Truxel Road to Northgate Boulevard	4000	4	0.83	4,489	4,862	1133.47	72.6372	75	74.8028	15.1528	1227.66	72.6372	75	74.4263	16.4949
		Northgate Boulevard Overcrossing	2300	3	0.83	3,665	4,340	1233.88	72.6372	75	74.3945	16.5857	1461.13	72.6372	75	72.646	20.1131
		Northgate Boulevard to Norwood Avenue	3700	4	0.83	4,623	5,831	1167.31	72.6372	75	74.6901	15.6287	1472.33	72.6372	75	72.5304	20.2995
	Westbound	Norwood Avenue to Northgate Boulevard	2900	4	0.83	5,720	5,161	1444.3	72.6372	75	72.8148	19.8353	1303.15	72.6372	75	73.9827	17.6143
		Northgate Boulevard Overcrossing	2800	3	0.83	4,376	4,138	1473.25	72.6372	75	72.5207	20.3149	1393.13	72.6372	75	73.2891	19.0086
		Northgate Boulevard to Truxel Road	4100	4	0.83	5,044	5,113	1273.61	72.6372	75	74.1713	17.1712	1291.03	72.6372	75	74.0624	17.4317
		Truxel Road Overcrossing	3100	3	0.83	4,147	3,956	1396.16	72.6372	75	73.2627	19.0569	1331.85	72.6372	75	73.7809	18.0515
		Truxel Road to I-5	1500	4	0.83	5,692	5,262	1437.23	72.6372	75	72.8837	19.7195	1328.66	72.6372	75	73.8043	18.0024

Universal Inputs:

PHF	1.00
(P _r)	2%
f _{HV}	0.99

Segment Inputs				Cumulative Conditions													
				Flow Inputs		AM LOS Performance Measures				PM LOS Performance Measures							
		Number of		Interchange Density	AM Peak	PM Peak	V _p	FFS	S	D	V _p	FFS	S	D			
		Length	Lanes												(ft)	(N)	(veh/h)
I-5	Northbound	I-80 to Arena Boulevard	3900	5	0.83	10,580	11,430	2137.16	72.6372	75	60.685	35.2173	2308.86	72.6372	75	56.0358	41.2033
		Arena Boulevard Overcrossing	2900	4	0.83	6,800	6,240	1717	72.6372	75	69.309	24.7731	1575.6	72.6372	75	71.3323	22.0882
		Del Paso Road Overcrossing	2500	3	0.83	5,510	6,880	1855.03	72.6372	75	66.9069	27.7256	2316.27	72.6372	75	55.8206	41.4948
		SR-99 On Ramp to SR-99 Off-Ramp	2600	3	1.00	3,290	4,740	1107.63	72.18	70	69.901	15.8457	1595.8	72.18	70	68.1828	23.4047
	Southbound	SR-99 Off-Ramp to SR-99 On Ramp	1300	4	1.00	5,070	4,480	1280.18	72.18	70	69.9254	18.3077	1131.2	72.18	70	69.9451	16.1727
		Del Paso Road Overcrossing	2400	4	0.83	5,860	4,950	1479.65	72.6372	75	72.4532	20.4222	1249.88	72.6372	75	74.3088	16.82
		Arena Boulevard Overcrossing	2400	4	0.83	7,130	7,260	1800.33	72.6372	75	67.9094	26.5107	1833.15	72.6372	75	67.3159	27.2321
		Arena Boulevard to I-80	3800	5	0.83	9,400	10,450	1898.8	72.6372	75	66.0572	28.7448	2110.9	72.6372	75	61.3385	34.4139
I-80	Eastbound	I-5 to Truxel Road	1400	4	0.83	5,800	5,150	1464.5	72.6372	75	72.6115	20.169	1300.38	72.6372	75	74.0012	17.5723
		Truxel Road Overcrossing	2800	3	0.83	4,360	4,410	1467.87	72.6372	75	72.5768	20.225	1484.7	72.6372	75	72.3993	20.5071
		Truxel Road to Northgate Boulevard	4000	4	0.83	6,360	5,870	1605.9	72.6372	75	70.936	22.6387	1482.18	72.6372	75	72.4263	20.4646
		Northgate Boulevard Overcrossing	2300	3	0.83	5,050	4,740	1700.17	72.6372	75	69.5731	24.4371	1595.8	72.6372	75	71.0704	22.4538
		Northgate Boulevard to Norwood Avenue	3700	4	0.83	6,200	6,520	1565.5	72.6372	75	71.4599	21.9074	1646.3	72.6372	75	70.376	23.3929
	Westbound	Norwood Avenue to Northgate Boulevard	2900	4	0.83	5,890	5,870	1487.23	72.6372	75	72.3721	20.5497	1482.18	72.6372	75	72.4263	20.4646
		Northgate Boulevard Overcrossing	2800	3	0.83	4,370	5,140	1471.23	72.6372	75	72.5418	20.2812	1730.47	72.6372	75	69.0933	25.0454
		Northgate Boulevard to Truxel Road	4100	4	0.83	5,170	6,470	1305.43	72.6372	75	73.9673	17.6487	1633.68	72.6372	75	70.5549	23.1547
		Truxel Road Overcrossing	3100	3	0.83	3,760	4,710	1265.87	72.6372	75	74.2175	17.0562	1585.7	72.6372	75	71.2025	22.2703
		Truxel Road to I-5	1500	4	0.83	5,710	6,510	1441.78	72.6372	75	72.8395	19.7939	1643.78	72.6372	75	70.4121	23.3451

Universal Inputs:

PHF	1.00
(P _r)	2%
f _{HV}	0.99

Segment Inputs				Existing Plus Project Conditions													
				Flow Inputs		AM LOS Performance Measures				PM LOS Performance Measures							
		Number of		Interchange	AM Peak	PM Peak	V _p	FFS	S	D	V _p	FFS	S	D			
		Length	Lanes	Density											(veh/h)	(veh/h)	(pc/h/ln)
		(ft)	(N)	(l/mi)													
I-5	Northbound	I-80 to Arena Boulevard	3900	5	0.83	5,623	7,933	1136	73	75	74.8	15.2	1602	73	75	71.0	22.6
		Arena Boulevard Overcrossing	2900	4	0.83	4,002	6,084	1011	73	75	75.0	13.5	1536	73	75	71.8	21.4
		Del Paso Road Overcrossing	2500	3	0.83	3,265	4,916	1099	73	75	74.9	14.7	1655	73	75	70.2	23.6
		SR-99 On Ramp to SR-99 Off-Ramp	2600	3	1.00	2,762	4,069	930	72	70	69.2	13.4	1370	72	70	69.7	19.7
	Southbound	SR-99 Off-Ramp to SR-99 On Ramp	1300	4	1.00	4,265	3,747	1077	72	70	69.8	15.4	946	72	70	69.3	13.7
		Del Paso Road Overcrossing	2400	4	0.83	4,737	4,044	1196	73	75	74.6	16.0	1021	73	75	75.0	13.6
		Arena Boulevard Overcrossing	2400	4	0.83	5,360	4,759	1353	73	75	73.6	18.4	1202	73	75	74.5	16.1
		Arena Boulevard to I-80	3800	5	0.83	6,828	5,468	1379	73	75	73.4	18.8	1105	73	75	74.9	14.8
I-80	Eastbound	I-5 to Truxel Road	1400	4	0.83	4,591	4,954	1159	73	75	74.7	15.5	1251	73	75	74.3	16.8
		Truxel Road Overcrossing	2800	3	0.83	3,601	4,438	1212	73	75	74.5	16.3	1494	73	75	72.3	20.7
		Truxel Road to Northgate Boulevard	4000	4	0.83	4,667	5,354	1178	73	75	74.6	15.8	1352	73	75	73.6	18.4
		Northgate Boulevard Overcrossing	2300	3	0.83	3,843	4,832	1294	73	75	74.0	17.5	1627	73	75	70.7	23.0
		Northgate Boulevard to Norwood Avenue	3700	4	0.83	4,801	6,323	1212	73	75	74.5	16.3	1597	73	75	71.1	22.5
	Westbound	Norwood Avenue to Northgate Boulevard	2900	4	0.83	6,107	5,431	1542	73	75	71.7	21.5	1371	73	75	73.5	18.7
		Northgate Boulevard Overcrossing	2800	3	0.83	4,763	4,408	1604	73	75	71.0	22.6	1484	73	75	72.4	20.5
		Northgate Boulevard to Truxel Road	4100	4	0.83	5,431	5,383	1371	73	75	73.5	18.7	1359	73	75	73.6	18.5
		Truxel Road Overcrossing	3100	3	0.83	4,147	3,956	1396	73	75	73.3	19.1	1332	73	75	73.8	18.1
		Truxel Road to I-5	1500	4	0.83	5,756	5,426	1453	73	75	72.7	20.0	1370	73	75	73.5	18.6

Universal Inputs:
PHF 1.00
(P_r) 2%
f_{HV} 0.99

Segment Inputs				Cumulative Plus Project Conditions													
				Flow Inputs		AM LOS Performance Measures				PM LOS Performance Measures							
				Length	Number of Lanes	Interchange Density	AM Peak	PM Peak	V _p	FFS	S	D	V _p	FFS	S	D	
(ft)	(N)	(I/mi)	(veh/h)	(veh/h)	(pc/h/ln)	(mi/h)	(mi/h)	(pc/mi/ln)	(pc/h/ln)	(mi/h)	(mi/h)	(pc/mi/ln)					
I-5	Northbound	I-80 to Arena Boulevard	3900	5	0.83	11,354	12,095	2294	72.6	75	56.5	40.6	2443.2	72.6	75	51.94	47.04
		Arena Boulevard Overcrossing	2900	4	0.83	6,800	6,240	1717	72.6	75	69.3	24.8	1575.6	72.6	75	71.33	22.09
		Del Paso Road Overcrossing	2500	3	0.83	5,510	6,880	1855	72.6	75	66.9	27.7	2316.3	72.6	75	55.82	41.49
		SR-99 On Ramp to SR-99 Off-Ramp	2600	3	1.00	3,405	5,002	1146	72.2	70	70.0	16.4	1684.0	72.2	70	67.28	25.03
	Southbound	SR-99 Off-Ramp to SR-99 On Ramp	1300	4	1.00	5,239	4,624	1323	72.2	70	69.8	18.9	1167.6	72.2	70	69.99	16.68
		Del Paso Road Overcrossing	2400	4	0.83	5,911	5,081	1493	72.6	75	72.3	20.6	1283.0	72.6	75	74.11	17.31
		Arena Boulevard Overcrossing	2400	4	0.83	7,385	8,046	1865	72.6	75	66.7	27.9	2031.6	72.6	75	63.22	32.14
		Arena Boulevard to I-80	3800	5	0.83	9,655	11,236	1950	72.6	75	65.0	30.0	2269.7	72.6	75	57.15	39.71
I-80	Eastbound	I-5 to Truxel Road	1400	4	0.83	5,848	5,186	1477	72.6	75	72.5	20.4	1309.5	72.6	75	73.94	17.71
		Truxel Road Overcrossing	2800	3	0.83	4,513	4,803	1519	72.6	75	72.0	21.1	1617.0	72.6	75	70.79	22.84
		Truxel Road to Northgate Boulevard	4000	4	0.83	6,513	6,263	1645	72.6	75	70.4	23.4	1581.4	72.6	75	71.26	22.19
		Northgate Boulevard Overcrossing	2300	3	0.83	5,203	5,133	1752	72.6	75	68.7	25.5	1728.1	72.6	75	69.13	25.00
		Northgate Boulevard to Norwood Avenue	3700	4	0.83	6,353	6,913	1604	72.6	75	71.0	22.6	1745.5	72.6	75	68.85	25.35
	Westbound	Norwood Avenue to Northgate Boulevard	2900	4	0.83	6,180	6,086	1560	72.6	75	71.5	21.8	1536.7	72.6	75	71.81	21.40
		Northgate Boulevard Overcrossing	2800	3	0.83	4,660	5,356	1569	72.6	75	71.4	22.0	1803.2	72.6	75	67.86	26.57
		Northgate Boulevard to Truxel Road	4100	4	0.83	5,460	6,686	1379	72.6	75	73.4	18.8	1688.2	72.6	75	69.76	24.20
		Truxel Road Overcrossing	3100	3	0.83	3,760	4,710	1266	72.6	75	74.2	17.1	1585.7	72.6	75	71.20	22.27
		Truxel Road to I-5	1500	4	0.83	5,863	6,739	1480	72.6	75	72.4	20.4	1701.6	72.6	75	69.55	24.47

Universal Inputs:

PHF	1.00
(P _r)	2%
f _{HV}	0.99

Appendix F

Traffic Signal Warrants Worksheets

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #6

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Via Ingoglia* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	23.8	sec/veh	18.6	sec/veh
	1.51	veh-hr	0.63	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1542	1349	2891	0	228	228	228	3119
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	1566	1266	2832	0	121	121	121	2953
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	2891	AM MAX	228	AM MAX	3119
PM MAX	2832	PM MAX	121	PM MAX	2953

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions AM
 Intersection: Del Paso Road AND Via Ingoglia
 Comments:

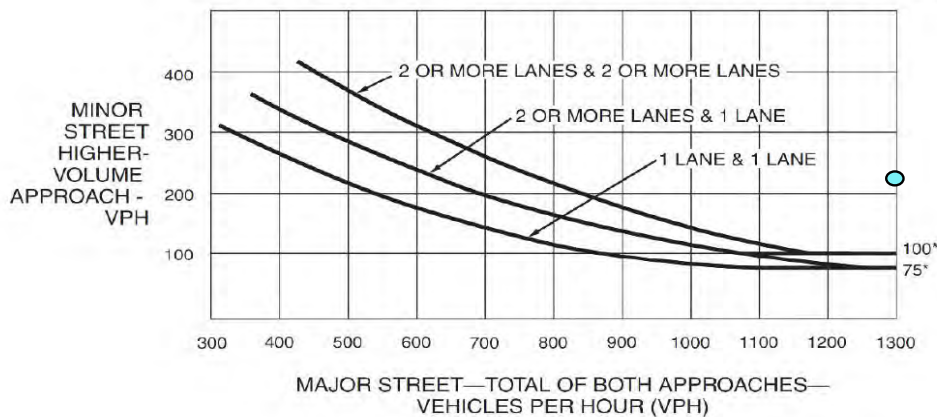
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2891
Highest Approach - Minor Street	228	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions PM
 Intersection: Del Paso Road AND Via Ingoglia
 Comments:

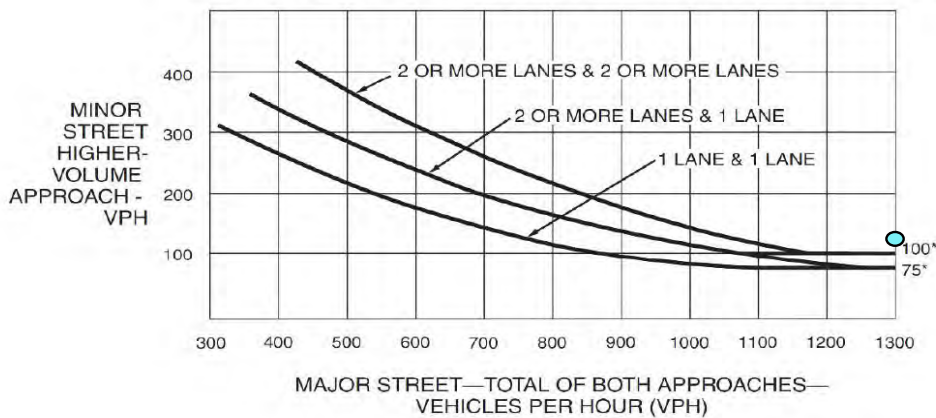
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2832
Highest Approach - Minor Street	121	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #7

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Five Star Way* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	18.9	sec/veh	21.8	sec/veh
	0.92	veh-hr	0.35	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB	WB		NB	SB			
	Approach	Approach		Approach	Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	1555	1267	2822	12	176	176	188	3010
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	1649	1150	2799	58	51	58	109	2908
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	<input type="text" value="2822"/>	AM MAX	<input type="text" value="176"/>	AM MAX	<input type="text" value="3010"/>
PM MAX	<input type="text" value="2799"/>	PM MAX	<input type="text" value="58"/>	PM MAX	<input type="text" value="2908"/>

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

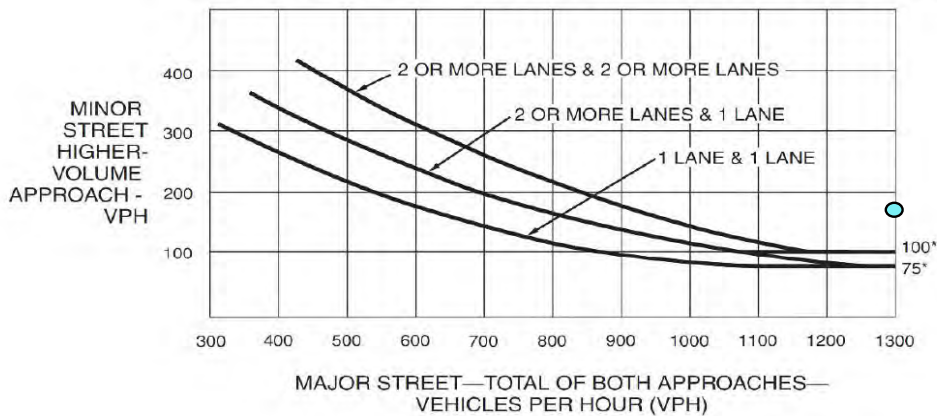
Scenario: Existing Conditions AM
 Intersection: Del Paso Road AND Five Star Way
 Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2822
Highest Approache - Minor Street	176	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions PM
 Intersection: Del Paso Road AND Five Star Way
 Comments:

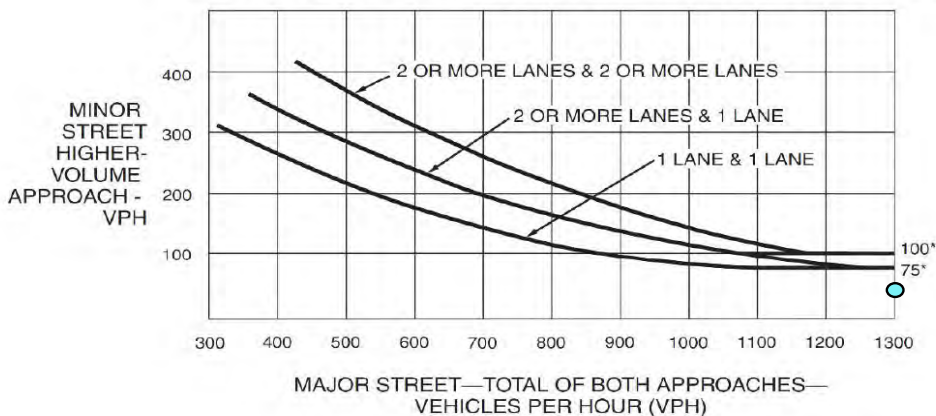
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2799
Highest Approache - Minor Street	58	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #9

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Conditions*

COMMENTS:

MAJOR STREET: *East Commerce Way* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *West Entrance Road* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	13.7	sec/veh	13.6	sec/veh
	0.33	veh-hr	0.05	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	552	688	1240	0	86	86	86	1326
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	874	400	1274	0	12	12	12	1286
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET			MINOR STREET			INTERSECTION		
Total			Heavy Leg		Total	Total		
AM MAX	1240		AM MAX	86	86	AM MAX	1326	
PM MAX	1274		PM MAX	12	12	PM MAX	1286	

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions AM
 Intersection: East Commerce Way AND West Entrance Road
 Comments:

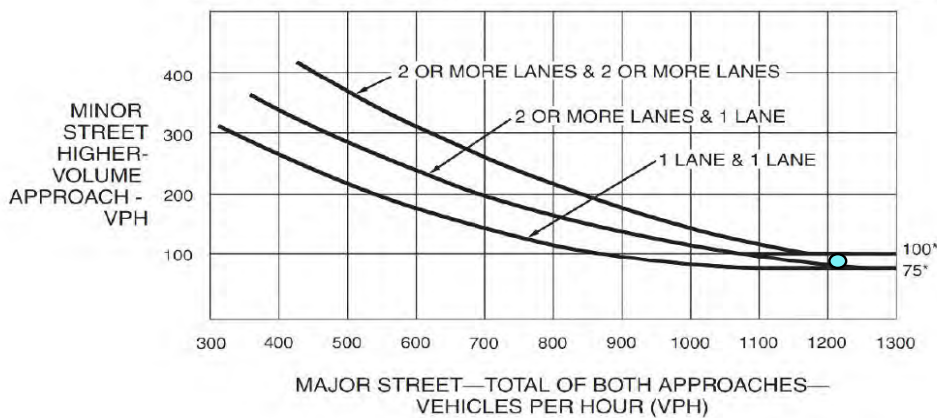
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		1240
Highest Approache - Minor Street		86

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions PM
 Intersection: East Commerce Way AND West Entrance Road
 Comments:

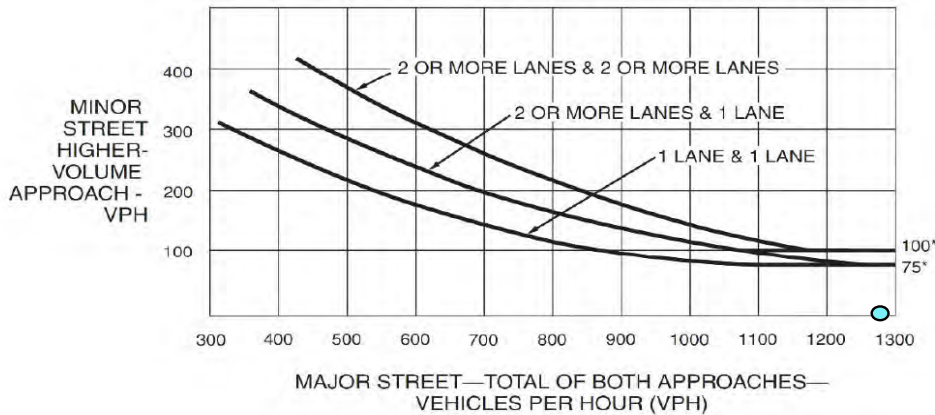
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		1274
Highest Approache - Minor Street		12

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #11

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Conditions*

COMMENTS:

MAJOR STREET: *East Commerce Way* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *KSP Arena Driveway* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	11.0	sec/veh	14.0	sec/veh
	0.04	veh-hr	0.12	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	577	724	1301	0	14	14	14	1315
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	913	423	1336	0	30	30	30	1366
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	1301	AM MAX	14	AM MAX	1315
PM MAX	1336	PM MAX	30	PM MAX	1366

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

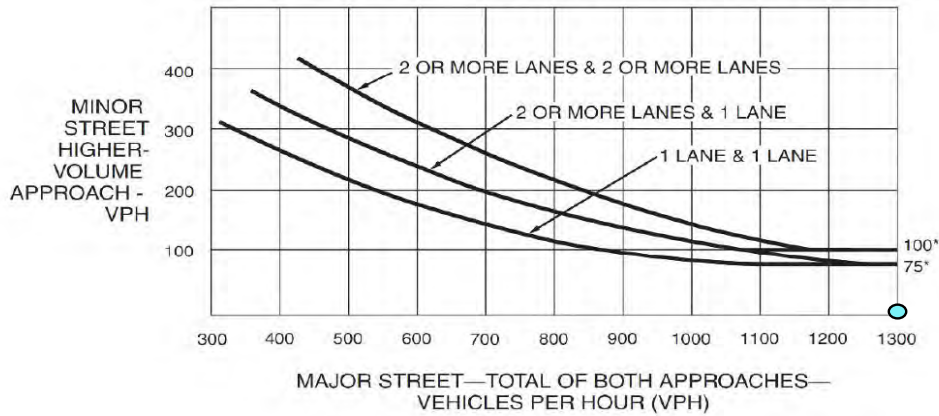
Scenario: Existing Conditions AM
 Intersection: East Commerce Way AND KSP Arena Driveway
 Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		1301
Highest Approache - Minor Street	14	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions PM
 Intersection: East Commerce Way AND KSP Arena Driveway
 Comments:

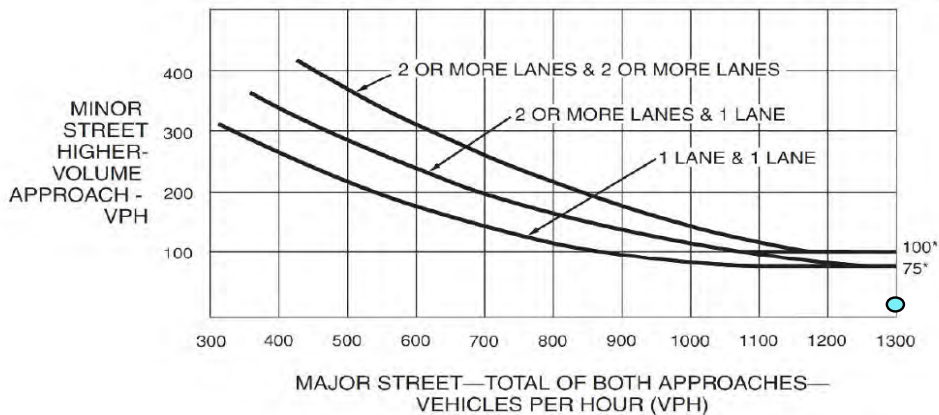
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

PART B	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One 2 or More	
	Both Approaches - Major Street	
Highest Approache - Minor Street	30	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #24

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Conditions*

COMMENTS:

MAJOR STREET: *Prosper Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	14.2	sec/veh	9.2	sec/veh
	0.84	veh-hr	0.46	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB	WB		NB	SB			
	Approach	Approach		Approach	Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	285	204	489	147	212	212	359	848
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	63	108	171	134	179	179	313	484
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg Total		Total
AM MAX	<input type="text" value="489"/>	AM MAX	<input type="text" value="212"/> <input type="text" value="359"/>	AM MAX	<input type="text" value="848"/>
PM MAX	<input type="text" value="171"/>	PM MAX	<input type="text" value="179"/> <input type="text" value="313"/>	PM MAX	<input type="text" value="484"/>

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions AM
 Intersection: Prosper Road AND Innovator Drive
 Comments:

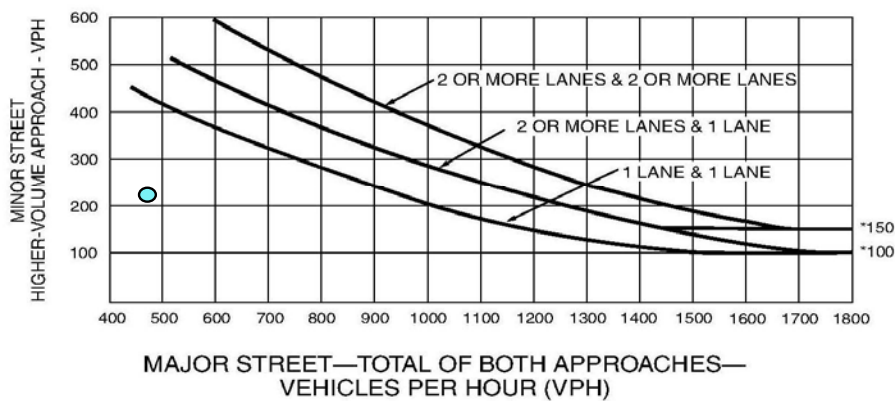
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		489
Highest Approache - Minor Street		212

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Conditions PM
 Intersection: Prosper Road AND Innovator Drive
 Comments:

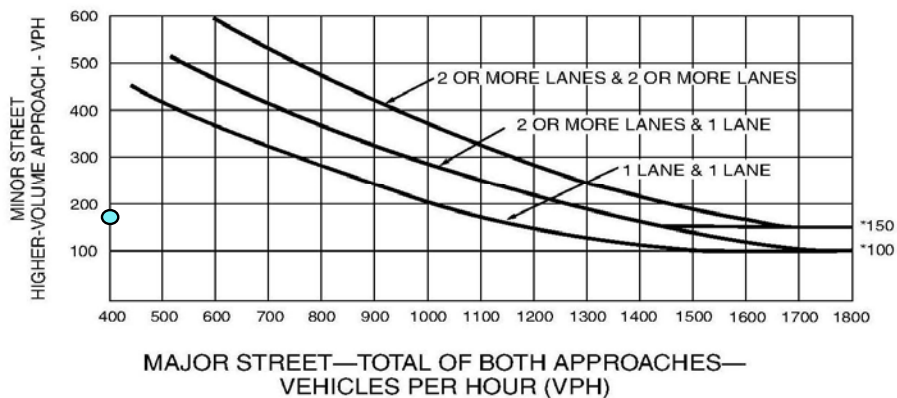
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u>			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		No

<u>PART B</u>	SATISFIED	No
----------------------	-----------	-----------

APPROACH LANES	One 2 or More	
	Both Approaches - Major Street	
Highest Approache - Minor Street		179

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #6

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Via Ingoglia* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	28.3	sec/veh	20.4	sec/veh
	1.98	veh-hr	0.79	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1592	1397	2989	0	252	252	252	3241
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	1665	1302	2967	0	139	139	139	3106
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET			MINOR STREET			INTERSECTION		
Total			Heavy Leg		Total	Total		
AM MAX	2989		AM MAX	252	252	AM MAX	3241	
PM MAX	2967		PM MAX	139	139	PM MAX	3106	

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Del Paso Road AND Via Ingoglia

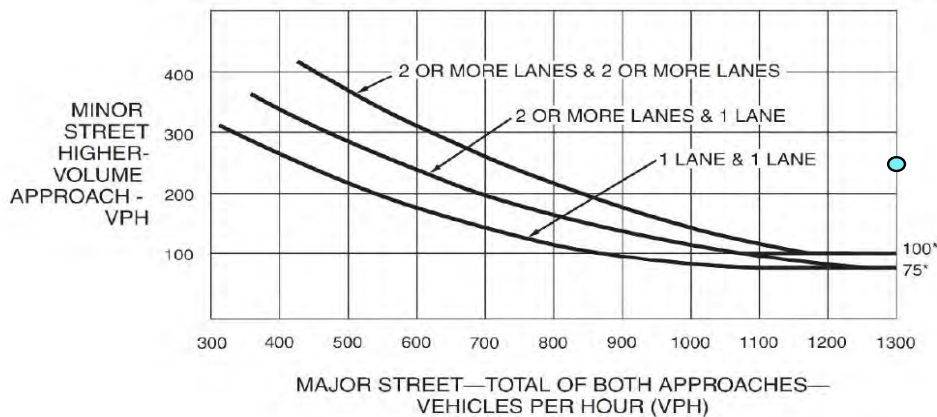
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2989
Highest Approach - Minor Street	252	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Del Paso Road AND Via Ingoglia

Comments:

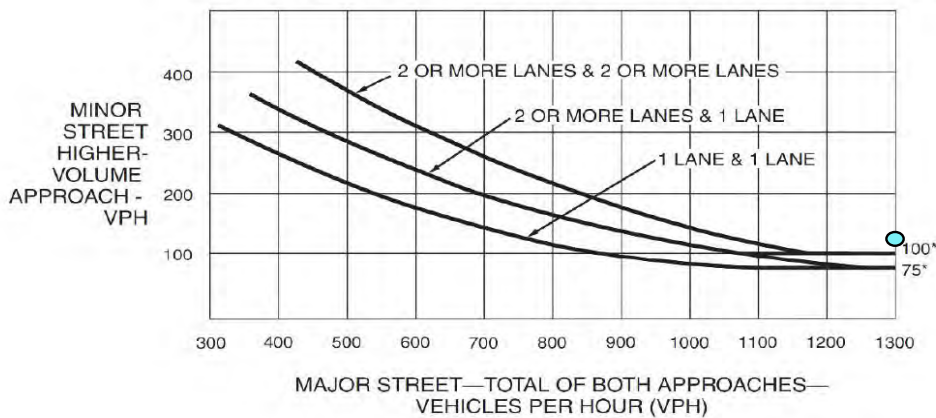
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

PART B	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2967
Highest Approach - Minor Street	139	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #7

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Five Star Way* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	19.8	sec/veh	27.3	sec/veh
	0.97	veh-hr	0.69	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1580	1315	2895	37	176	176	213	3108
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	1715	1204	2919	91	51	91	142	3061
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET			MINOR STREET			INTERSECTION	
Total			Heavy Leg		Total		
AM MAX	2895		AM MAX	176	213	AM MAX	3108
PM MAX	2919		PM MAX	91	142	PM MAX	3061

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Del Paso Road AND Five Star Way

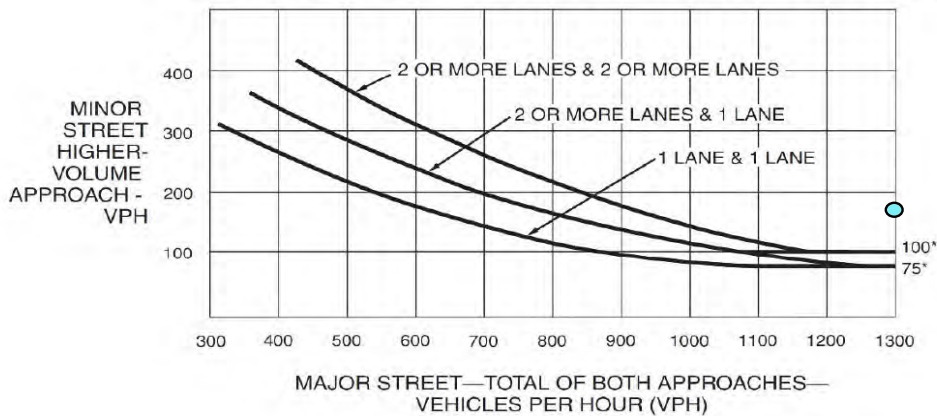
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2895
Highest Approache - Minor Street	176	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Del Paso Road AND Five Star Way

Comments:

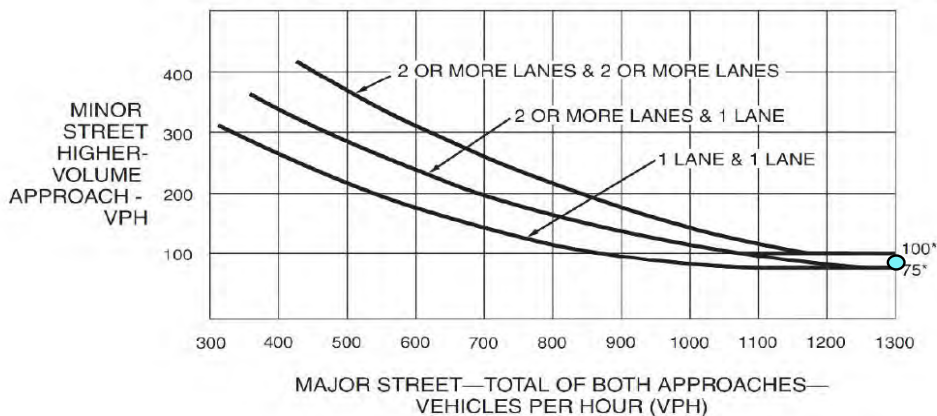
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2919
Highest Approache - Minor Street	91	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #9

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *East Commerce Way* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *West Entrance Road* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	20.7	sec/veh	47.5	sec/veh
	0.93	veh-hr	4.91	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	552	930	1482	0	162	162	162	1644
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	874	508	1382	0	372	372	372	1754
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET			MINOR STREET				INTERSECTION		
Total			Heavy Leg		Total		Total		
AM MAX	1482		AM MAX	162	162	AM MAX	1644		
PM MAX	1382		PM MAX	372	372	PM MAX	1754		

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: East Commerce Way AND West Entrance Road

Comments:

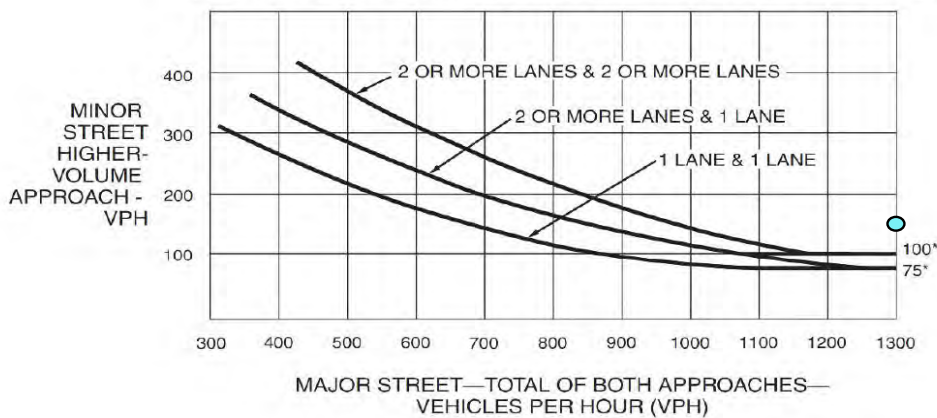
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		1482
Highest Approache - Minor Street		162

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: East Commerce Way AND West Entrance Road

Comments:

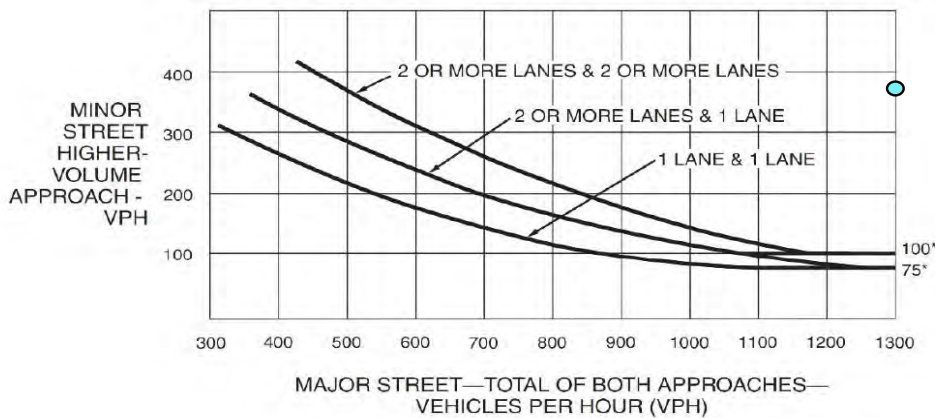
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		1382
Highest Approache - Minor Street		372

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #11

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *East Commerce Way* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *KSP Arena Driveway* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	14.4	sec/veh	18.3	sec/veh
	0.06	veh-hr	0.15	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1158	979	2137	0	14	14	14	2151
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	1327	1013	2340	0	30	30	30	2370
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET			MINOR STREET				INTERSECTION		
Total			Heavy Leg		Total		Total		
AM MAX	2137		AM MAX	14	14		AM MAX	2151	
PM MAX	2340		PM MAX	30	30		PM MAX	2370	

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: East Commerce Way AND KSP Arena Driveway

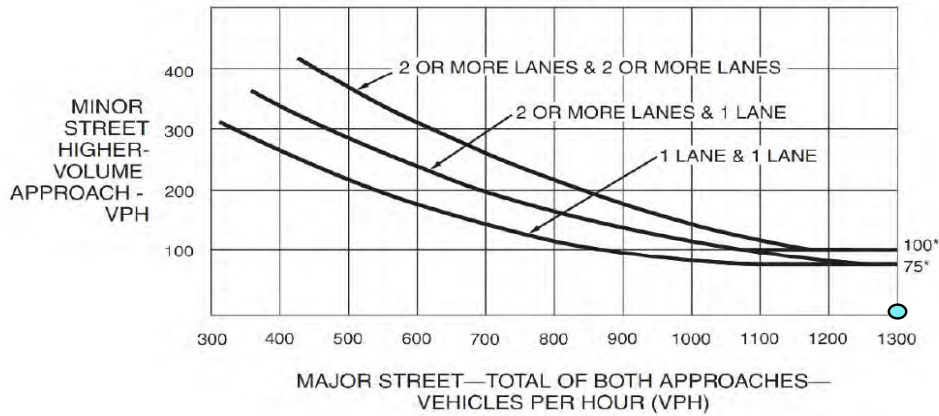
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2137
Highest Approache - Minor Street	14	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: East Commerce Way AND KSP Arena Driveway

Comments:

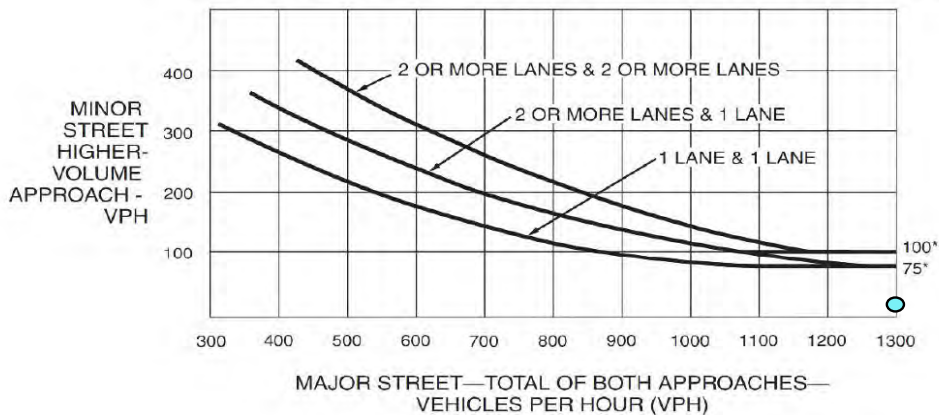
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		2340
Highest Approache - Minor Street	30	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #24

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Prosper Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	14.2	sec/veh	9.2	sec/veh
	0.84	veh-hr	0.46	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	285	204	489	147	212	212	359	848
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	63	108	171	134	179	179	313	484
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	489	212	359	AM MAX	848
PM MAX	171	179	313	PM MAX	484

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Prosper Road AND Innovator Drive

Comments:

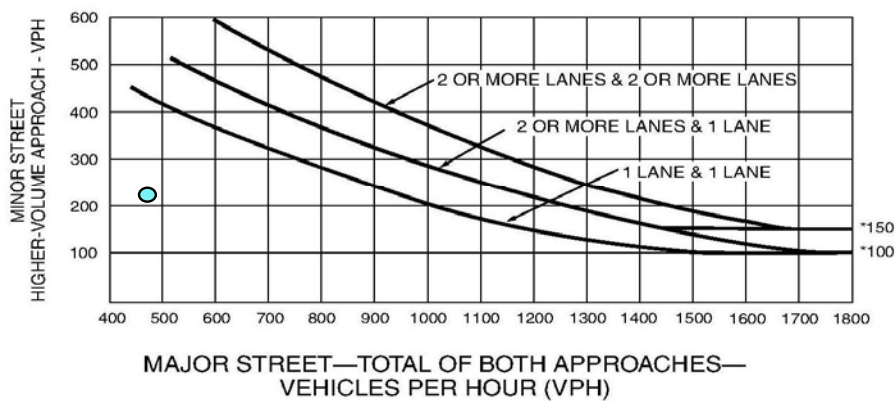
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		489
Highest Approache - Minor Street		212

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Prosper Road AND Innovator Drive

Comments:

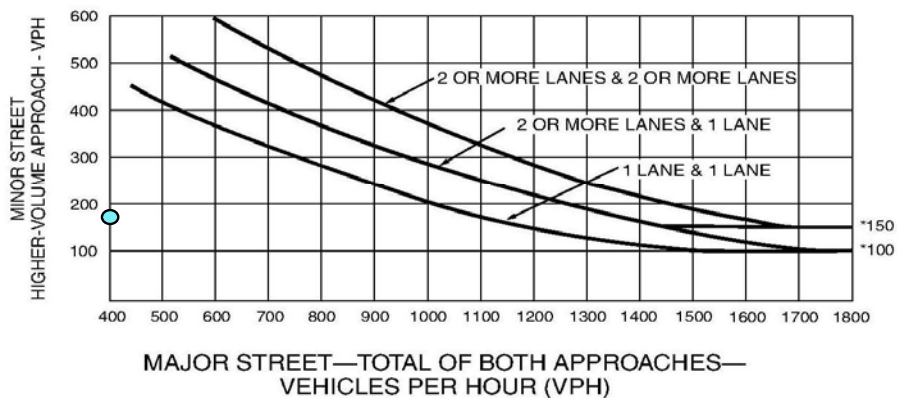
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		171
Highest Approache - Minor Street		179

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #101

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Sports Parkway North* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	10.9	sec/veh	11.4	sec/veh
	0.04	veh-hr	0.10	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	NB Approach	SB Approach		EB Approach	WB Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	153	218	371	0	13	13	13	384
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	262	198	460	0	33	33	33	493
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	371	AM MAX	13	AM MAX	384
PM MAX	460	PM MAX	33	PM MAX	493

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Innovator Drive AND Sports Parkway North

Comments:

PART A or PART B SATISFIED No

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED No

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

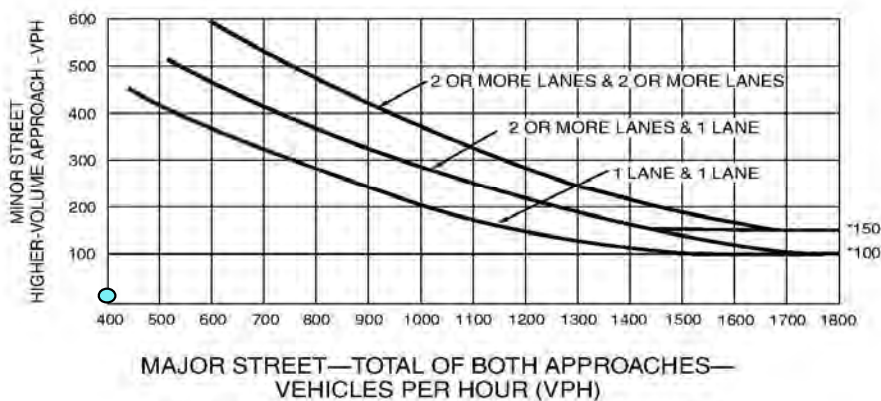
PART B

SATISFIED No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		371
Highest Approache - Minor Street		13

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Innovator Drive AND Sports Parkway North

Comments:

PART A or PART B SATISFIED No

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED No

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

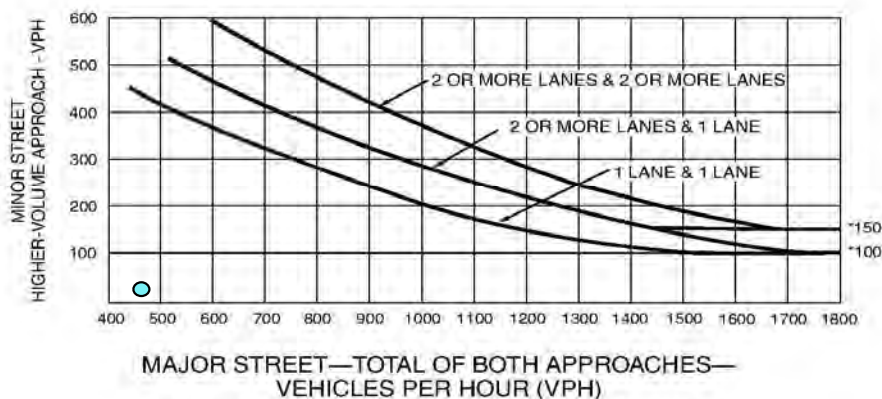
PART B

SATISFIED No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		460
Highest Approache - Minor Street		33

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #102

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Five Star Way* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Sports Parkway North* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	9.1	sec/veh	9.1	sec/veh
	0.06	veh-hr	0.08	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	0	0	0	0	25	25	25	25
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	0	18	18	0	33	33	33	51
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg Total		Total
AM MAX	<input type="text" value="0"/>	AM MAX	<input type="text" value="25"/> <input type="text" value="25"/>	AM MAX	<input type="text" value="25"/>
PM MAX	<input type="text" value="18"/>	PM MAX	<input type="text" value="33"/> <input type="text" value="33"/>	PM MAX	<input type="text" value="51"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Five Star Way AND Sports Parkway North

Comments:

<u>PART A or PART B</u>	SATISFIED	No
-------------------------	-----------	-----------

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED **No**

- | | | |
|----|--|----|
| 1. | The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u> | No |
| 2. | The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u> | No |
| 3. | The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches. | No |

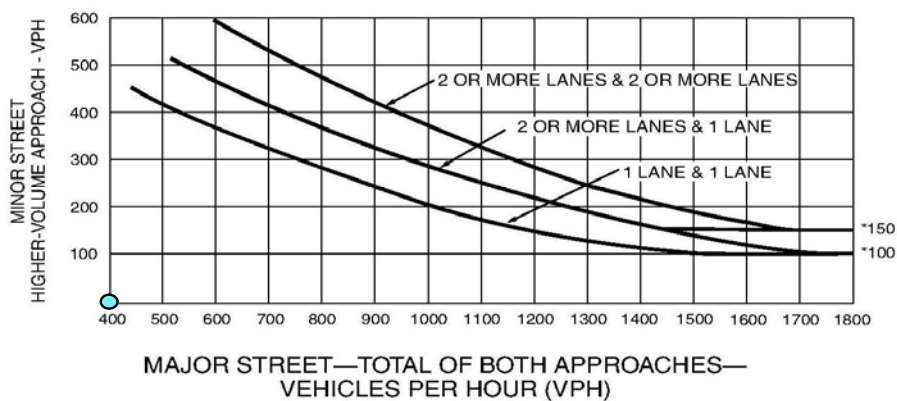
PART B

SATISFIED **No**

APPROACH LANES	One	2 or More
Both Approaches - Major Street	0	0
Highest Approache - Minor Street	0	25

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Five Star Way AND Sports Parkway North

Comments:

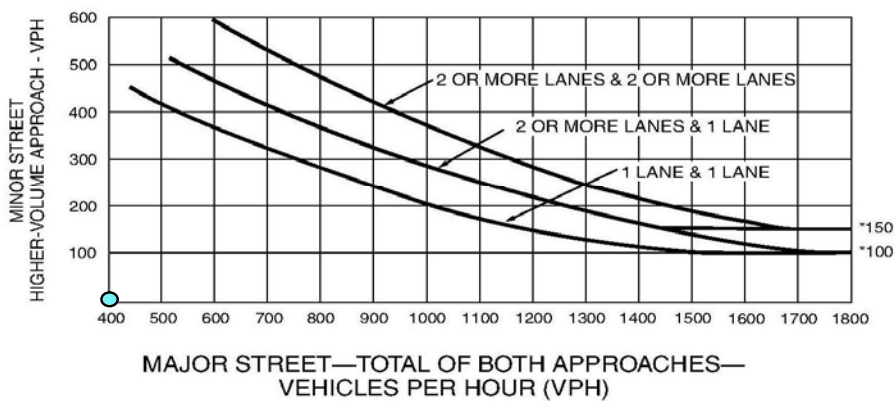
	<u>PART A</u> or <u>PART B</u>	SATISFIED	No
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	No
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		18
Highest Approache - Minor Street		33

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #103

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Terracina Drive* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Sports Parkway East* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	12.1	sec/veh	15.5	sec/veh
	0.04	veh-hr	1.98	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	127	363	490	13	0	13	13	503
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	0	215	215	459	0	459	459	674
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	490	AM MAX	13	AM MAX	503
PM MAX	215	PM MAX	459	PM MAX	674

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM
 Intersection: Terracina Drive AND Sports Parkway East
 Comments:

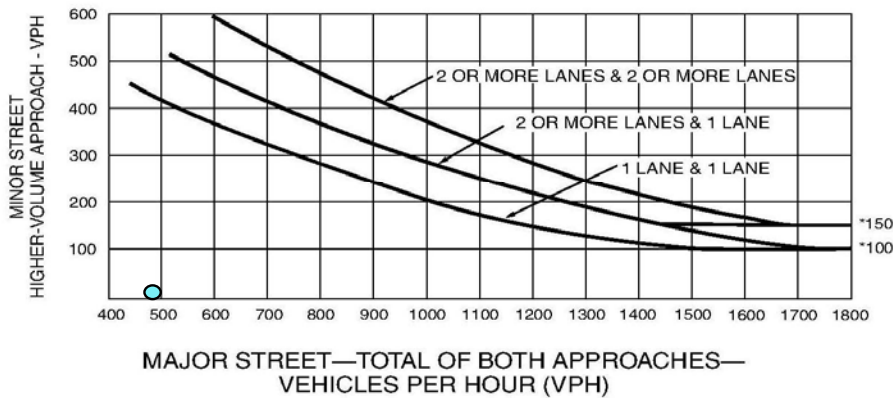
	<u>PART A</u> or <u>PART B</u>	SATISFIED	No
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	No
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One 2 or More	
	Both Approaches - Major Street	
Highest Approache - Minor Street		13

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Terracina Drive AND Sports Parkway East

Comments:

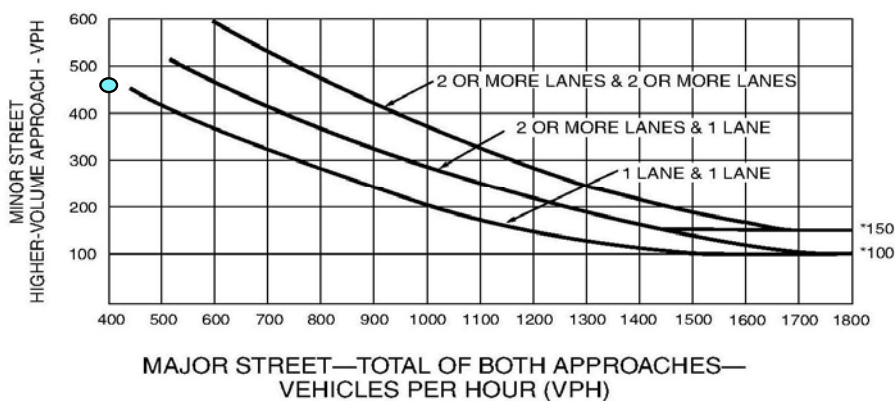
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		215
Highest Approache - Minor Street		459

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #104

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Sports Parkway South* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	<input type="text" value="74.4"/> sec/veh	<input type="text" value="1.32"/> veh-hr	<input type="text" value="131.8"/> sec/veh	<input type="text" value="1.21"/> veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB Approach	SB Approach		EB Approach	WB Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	1016	560	1576	0	64	64	64	1640
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	845	1507	2352	0	33	33	33	2385
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET			MINOR STREET			INTERSECTION		
	Total			Heavy Leg	Total		Total	
AM MAX	<input type="text" value="1576"/>		AM MAX	<input type="text" value="64"/>	<input type="text" value="64"/>	AM MAX	<input type="text" value="1640"/>	
PM MAX	<input type="text" value="2352"/>		PM MAX	<input type="text" value="33"/>	<input type="text" value="33"/>	PM MAX	<input type="text" value="2385"/>	

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Innovator Drive AND Sports Parkway South

Comments:

PART A or PART B SATISFIED No

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED No

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

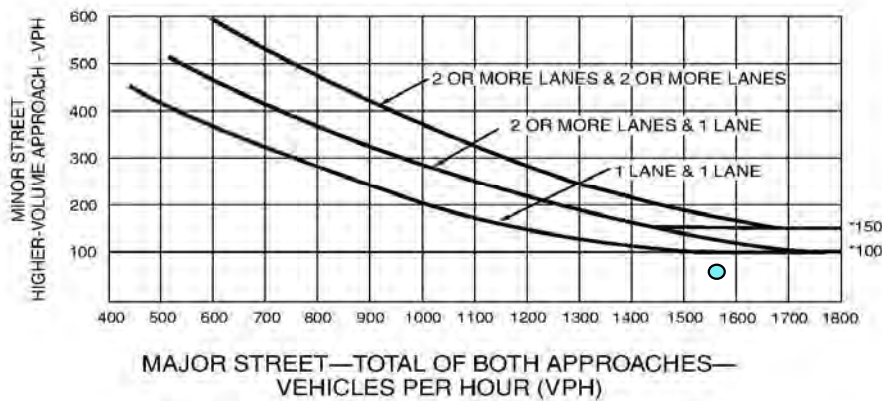
PART B

SATISFIED No

APPROACH LANES	2 or More	
	One	More
Both Approaches - Major Street		1576
Highest Approache - Minor Street		64

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Innovator Drive AND Sports Parkway South

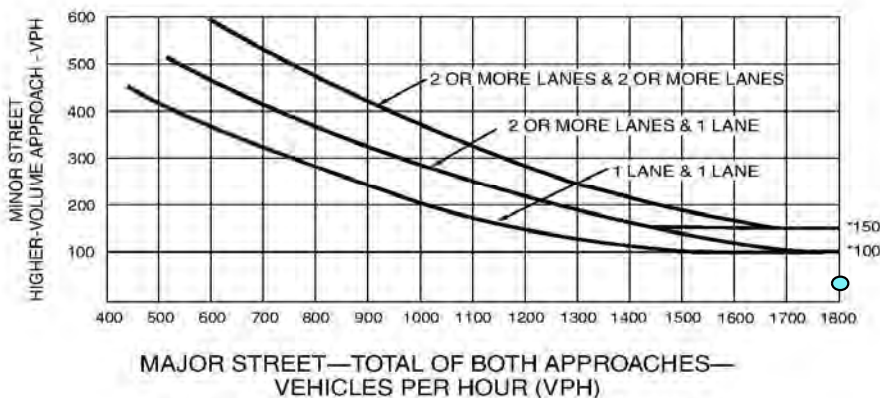
Comments:

	PART A or PART B	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

PART B		SATISFIED	No
APPROACH LANES	One	2 or More	
Both Approaches - Major Street		2352	
Highest Approache - Minor Street		33	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #105

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Main Entrance Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Sports Parkway West* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	84.5	sec/veh	307.8	sec/veh
	13.64	veh-hr	36.94	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	281	165	446	581	127	581	708	1154
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	141	688	829	432	197	432	629	1458
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	446	AM MAX	581	AM MAX	1154
PM MAX	829	PM MAX	432	PM MAX	1458

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Main Entrance Road AND Sports Parkway West

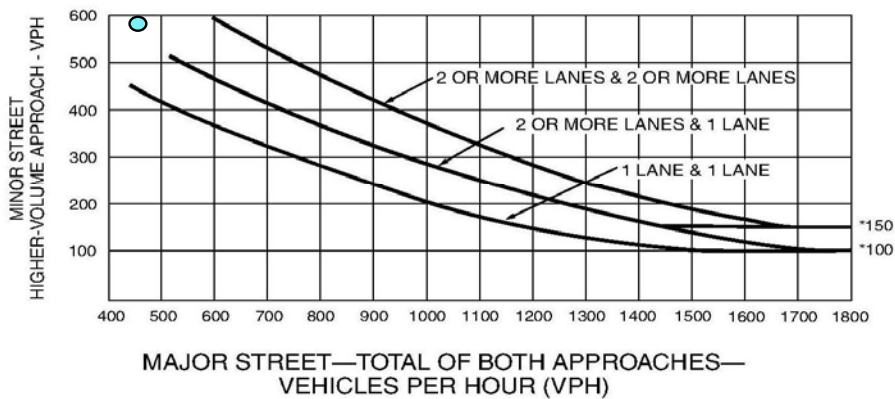
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		446
Highest Approache - Minor Street		581

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Main Entrance Road AND Sports Parkway West

Comments:

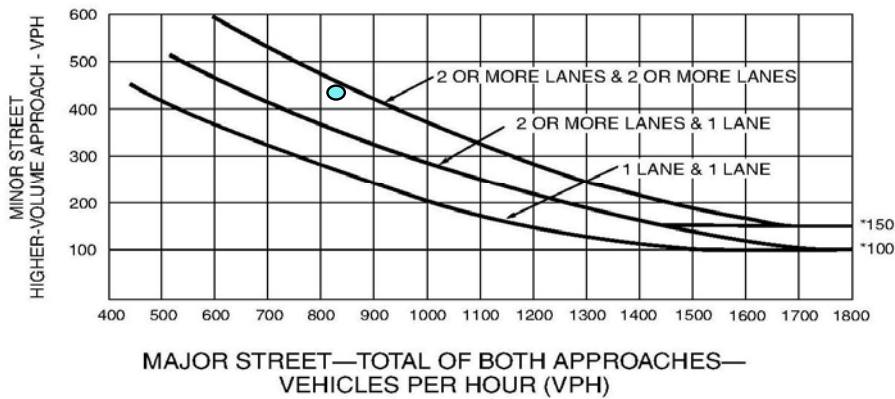
	PART A or PART B	SATISFIED	YES
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

PART B	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		829
Highest Approache - Minor Street		432

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #106

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *West Entrance Road* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Sports Parkway West* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	10.9	sec/veh	12.7	sec/veh
	0.38	veh-hr	1.54	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB Approach	WB Approach		NB Approach	SB Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	242	64	306	124	0	124	124	430
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	108	66	174	436	0	436	436	610
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg	Total	Total
AM MAX	306	AM MAX	124	124	430
PM MAX	174	PM MAX	436	436	610

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: West Entrance Road AND Sports Parkway West

Comments:

PART A or PART B SATISFIED NO

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED NO

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

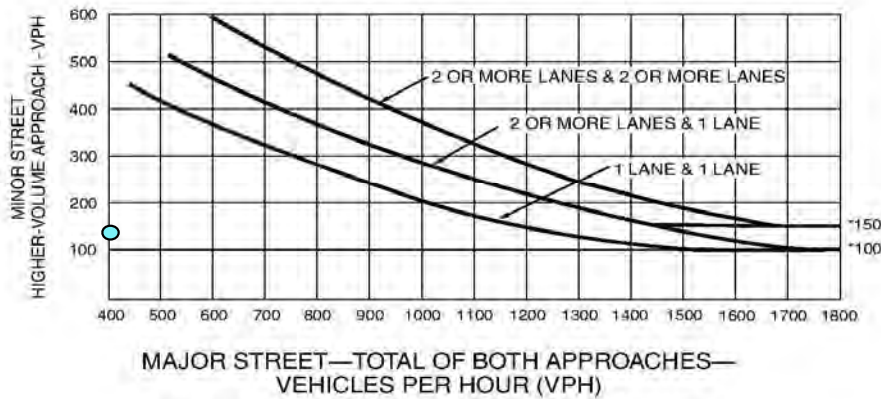
PART B

SATISFIED No

APPROACH LANES	2 or More	
	One	More
Both Approaches - Major Street		306
Highest Approache - Minor Street		124

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: West Entrance Road AND Sports Parkway West

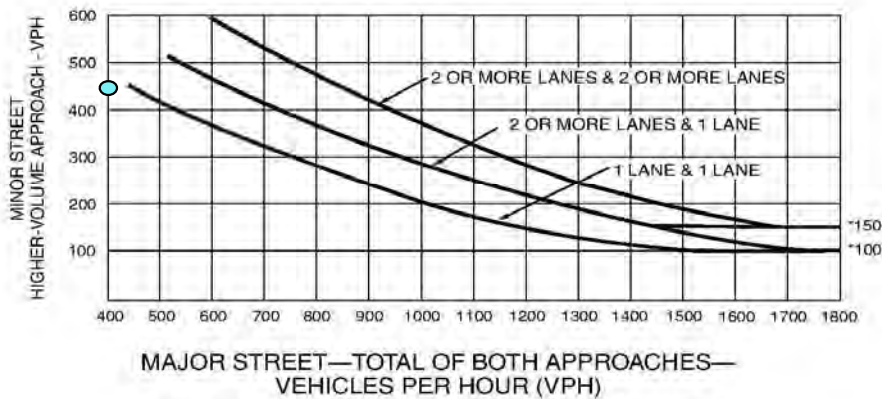
Comments:

	PART A or PART B	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		No

PART B		SATISFIED	No
APPROACH LANES	One	2 or More	
Both Approaches - Major Street		174	
Highest Approache - Minor Street		436	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #107

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *West Entrance Road* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	9.9	sec/veh	11.2	sec/veh
	0.24	veh-hr	0.43	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	38	193	231	89	0	89	89	320
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	131	0	131	138	126	138	264	395
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	<input type="text" value="231"/>	AM MAX	<input type="text" value="89"/>	AM MAX	<input type="text" value="320"/>
PM MAX	<input type="text" value="131"/>	PM MAX	<input type="text" value="138"/>	PM MAX	<input type="text" value="264"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Innovator Drive AND West Entrance Road

Comments:

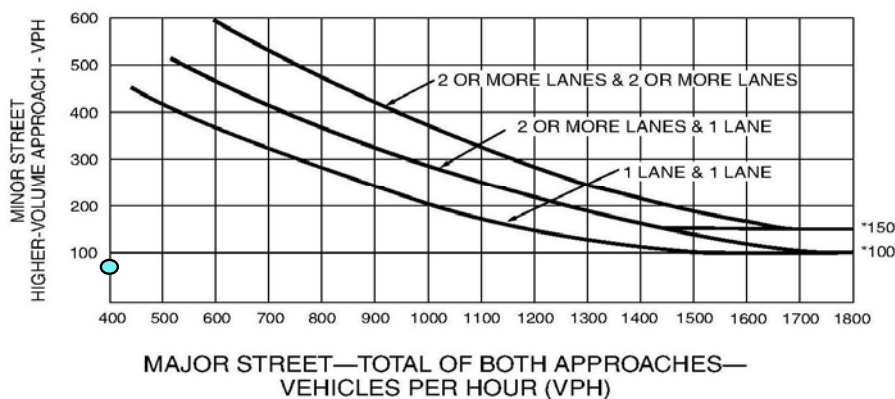
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	-----------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		231
Highest Approache - Minor Street		89

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Innovator Drive AND West Entrance Road

Comments:

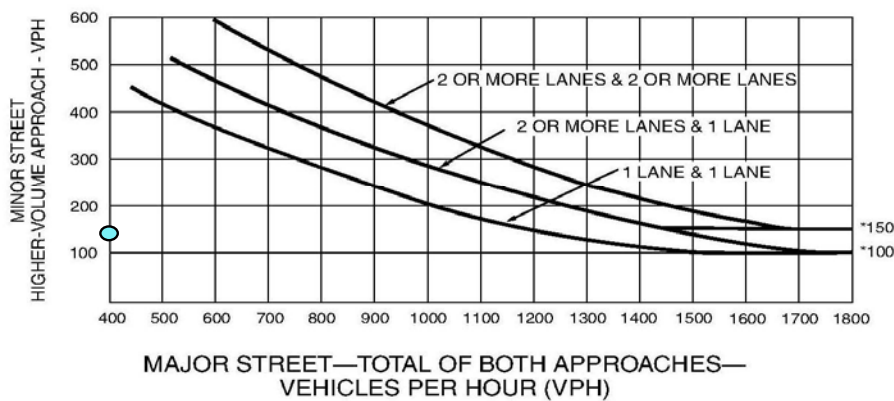
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		131
Highest Approache - Minor Street		138

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #108

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Existing Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Main Entrance Road/Terracina Drive* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	70.3	sec/veh	18.1	sec/veh
	3.83	veh-hr	3.27	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	NB Approach	SB Approach		EB Approach	WB Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	100	390	490	196	149	196	345	835
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	260	72	332	69	650	650	719	1051
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	490	AM MAX	196 345	AM MAX	835
PM MAX	332	PM MAX	650 719	PM MAX	1051

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions AM

Intersection: Innovator Drive AND Main Entrance Road/Terracina Drive

Comments:

PART A or PART B SATISFIED NO

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED NO

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

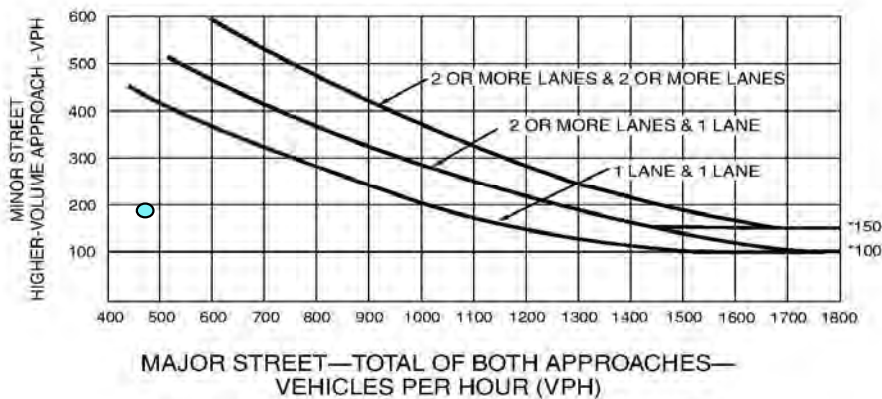
PART B

SATISFIED No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		490
Highest Approache - Minor Street		196

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Existing Plus Project Conditions PM

Intersection: Innovator Drive AND Main Entrance Road/Terracina Drive

Comments:

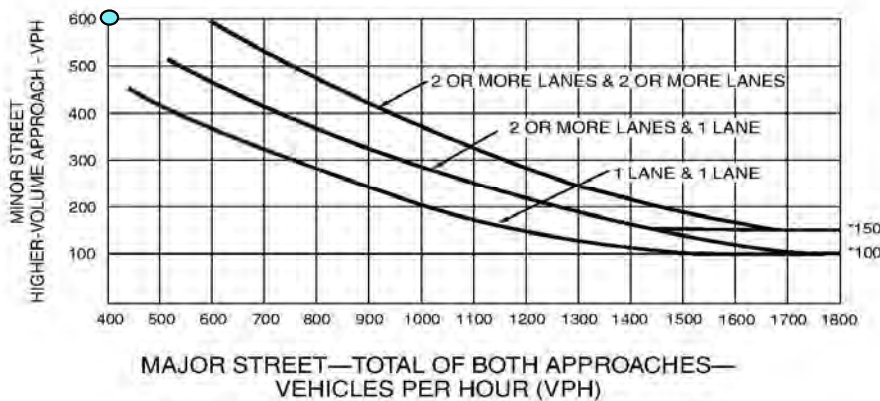
	PART A or PART B	SATISFIED	YES
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

PART B	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		332
Highest Approache - Minor Street		650

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #6

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Via Ingoglia* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	78.4	sec/veh	23.7	sec/veh
	5.23	veh-hr	0.26	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB	WB		NB	SB			
	Approach	Approach		Approach	Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	1606	1929	3535	0	240	240	240	3775
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	1740	1848	3588	0	39	39	39	3627
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION		
	Total		Heavy Leg	Total	Total	
AM MAX	3535	AM MAX	240	240	AM MAX	3775
PM MAX	3588	PM MAX	39	39	PM MAX	3627

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Conditions AM

Intersection: Del Paso Road AND Via Ingoglia

Comments:

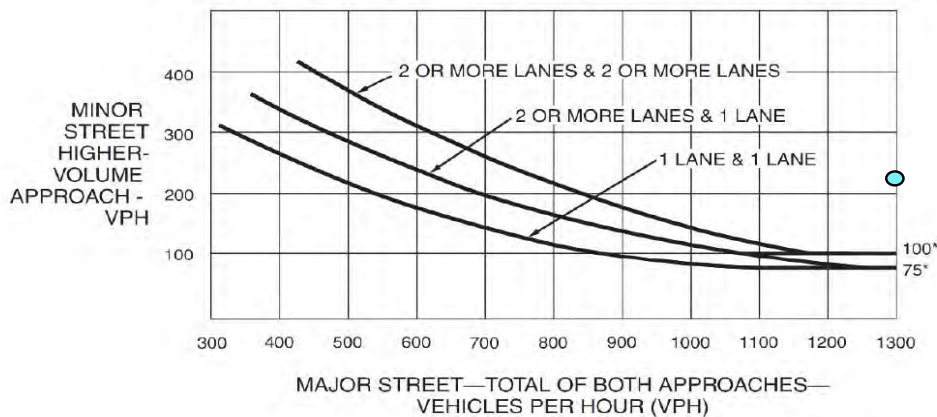
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	-----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		3535
Highest Approach - Minor Street	240	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Cumulative Conditions PM
 Intersection: Del Paso Road AND Via Ingoglia
 Comments:

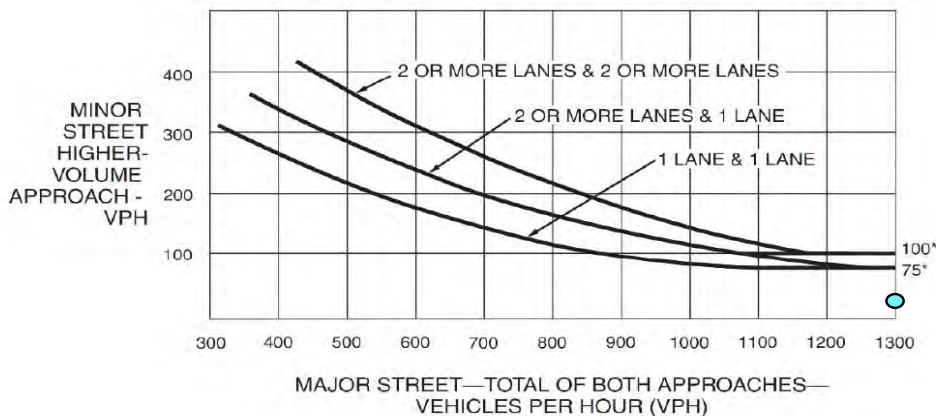
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		3588
Highest Approach - Minor Street	39	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #7

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Five Star Way* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	105.8	sec/veh	141.2	sec/veh
	5.47	veh-hr	9.26	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB	WB		NB	SB			
	Approach	Approach		Approach	Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	2030	2422	4452	127	186	186	313	4765
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	2189	1969	4158	236	76	236	312	4470
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg Total		Total
AM MAX	<input type="text" value="4452"/>	AM MAX	<input type="text" value="186"/> <input type="text" value="313"/>	AM MAX	<input type="text" value="4765"/>
PM MAX	<input type="text" value="4158"/>	PM MAX	<input type="text" value="236"/> <input type="text" value="312"/>	PM MAX	<input type="text" value="4470"/>

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

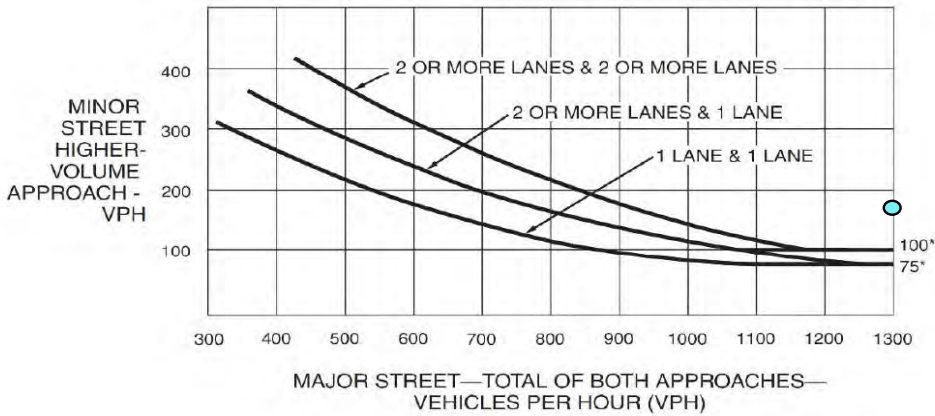
Scenario: Cumulative Conditions AM
 Intersection: Del Paso Road AND Five Star Way
 Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One	2 or More
Both Approaches - Major Street		4452
Highest Approache - Minor Street	186	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Conditions PM

Intersection: Del Paso Road AND Five Star Way

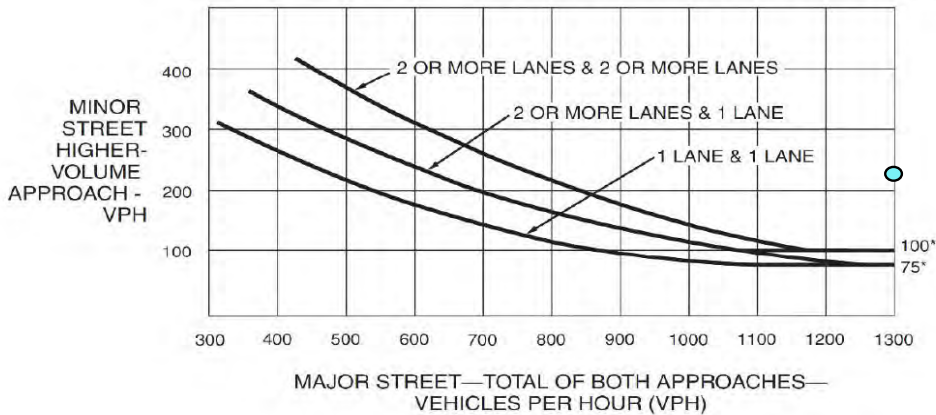
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One	2 or More
Both Approaches - Major Street		4158
Highest Approache - Minor Street	236	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #24

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Conditions*

COMMENTS:

MAJOR STREET: *Prosper Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	28.4	sec/veh	11.9	sec/veh
	3.05	veh-hr	1.34	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB	WB		NB	SB			
	Approach	Approach		Approach	Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	317	373	690	301	386	386	687	1377
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	96	226	322	193	404	404	597	919
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg	Total	Total
AM MAX	690	AM MAX	386	687	1377
PM MAX	322	PM MAX	404	597	919

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Cumulative Conditions AM
 Intersection: Prosper Road AND Innovator Drive
 Comments:

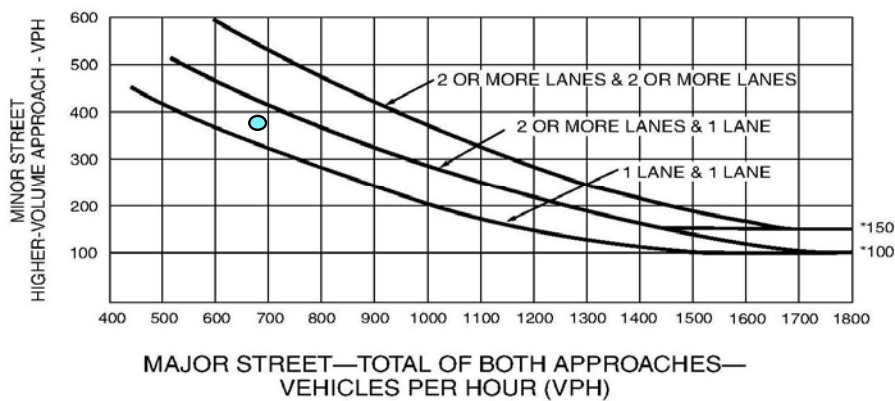
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		690
Highest Approache - Minor Street		386

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

Scenario: Cumulative Conditions PM
 Intersection: Prosper Road AND Innovator Drive
 Comments:

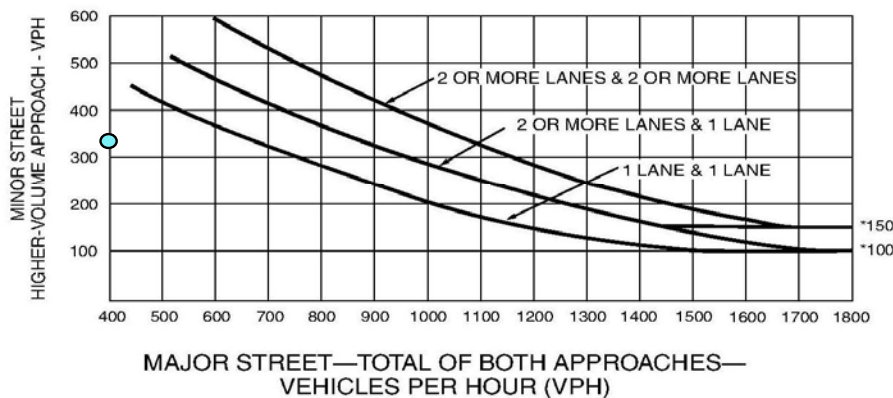
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		322
Highest Approache - Minor Street		404

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #6

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Via Ingoglia* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	112.8	sec/veh	26.3	sec/veh
	8.27	veh-hr	0.42	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB	WB		NB	SB			
	Approach	Approach		Approach	Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	1631	1977	3608	0	264	264	264	3872
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	1839	1884	3723	0	57	57	57	3780
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	3608	AM MAX	264	AM MAX	3872
PM MAX	3723	PM MAX	57	PM MAX	3780

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Del Paso Road AND Via Ingoglia

Comments:

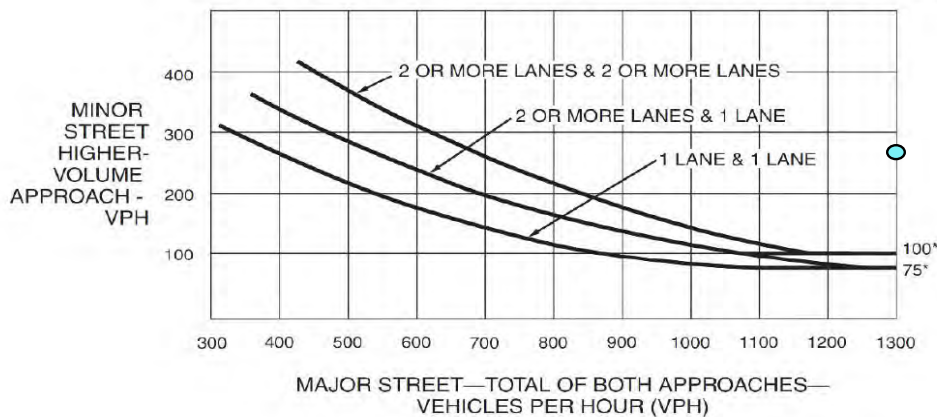
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	-----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		3608
Highest Approach - Minor Street	264	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Del Paso Road AND Via Ingoglia

Comments:

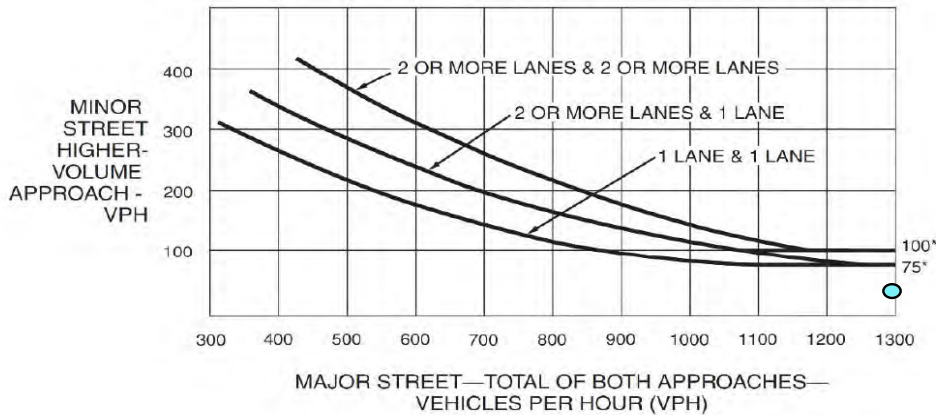
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One 2 or More	
	Both Approaches - Major Street	
Highest Approach - Minor Street	57	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #7

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Del Paso Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Five Star Way* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	117.7	sec/veh	222.1	sec/veh
	6.08	veh-hr	16.60	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	2055	2494	4549	152	186	186	338	4887
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	2255	2041	4296	269	76	269	345	4641
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION		
Total		Heavy Leg	Total	Total		
AM MAX	4549	AM MAX	186	338	AM MAX	4887
PM MAX	4296	PM MAX	269	345	PM MAX	4641

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Del Paso Road AND Five Star Way

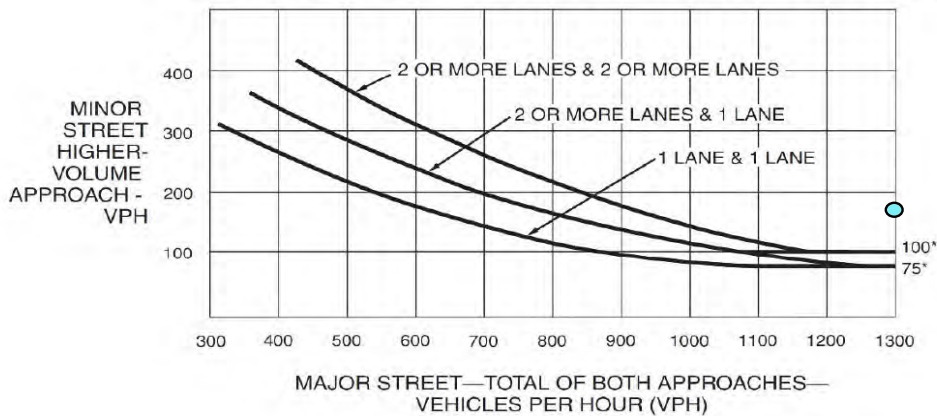
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u>			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One	2 or More
Both Approaches - Major Street		4549
Highest Approache - Minor Street	186	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Del Paso Road AND Five Star Way

Comments:

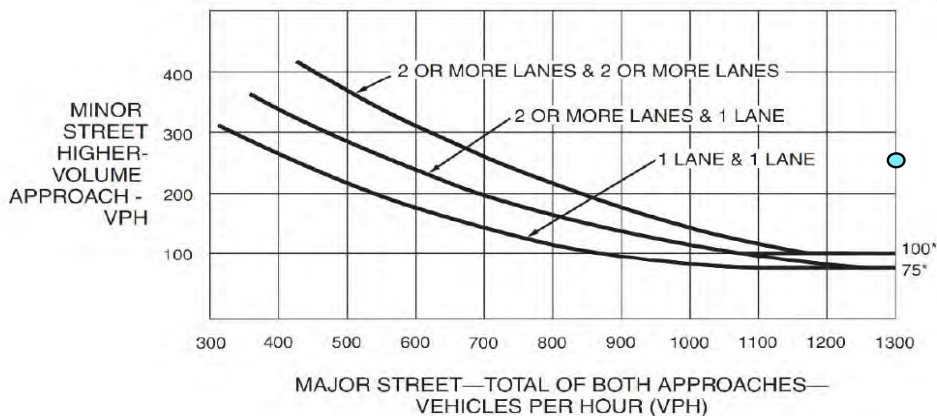
	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u>			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	Yes
---------------	-----------	-----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		4296
Highest Approache - Minor Street	269	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #24

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Prosper Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	28.4	sec/veh	11.9	sec/veh
	3.05	veh-hr	1.34	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB	WB		NB	SB			
	Approach	Approach		Approach	Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	317	373	690	301	386	386	687	1377
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	96	226	322	193	404	404	597	919
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	690	AM MAX	386	AM MAX	1377
PM MAX	322	PM MAX	404	PM MAX	919

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Prosper Road AND Innovator Drive

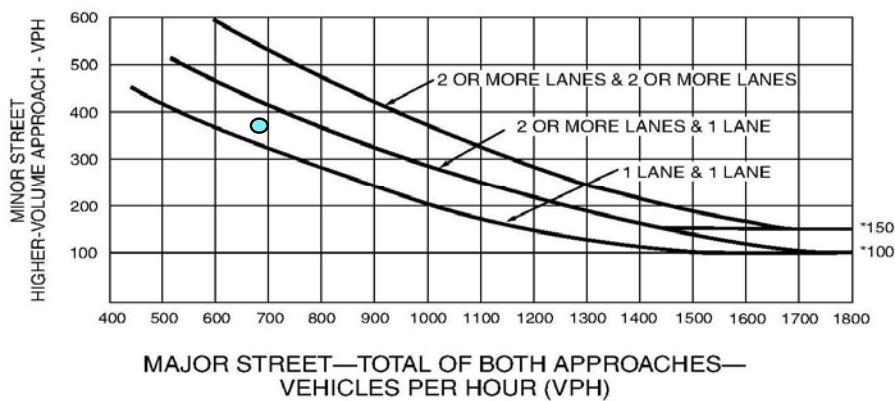
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One 2 or More	
	Both Approaches - Major Street	
Highest Approache - Minor Street		386

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Prosper Road AND Innovator Drive

Comments:

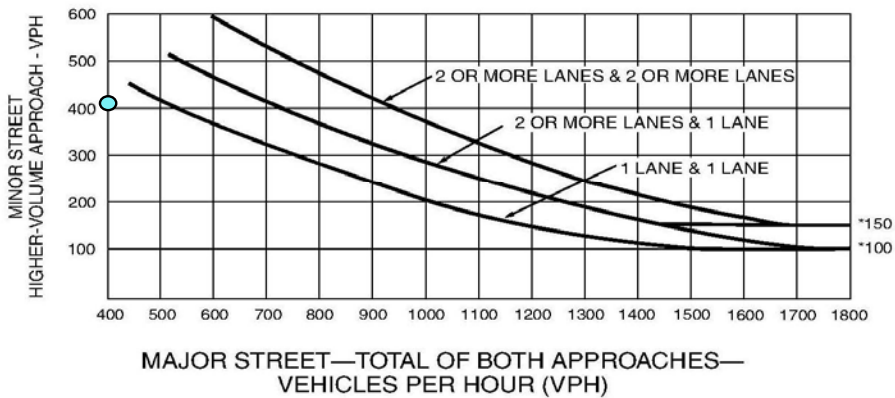
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		322
Highest Approache - Minor Street		404

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #101

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Sports Parkway North* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	10.0	sec/veh	10.6	sec/veh
	0.07	veh-hr	0.10	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	NB Approach	SB Approach		EB Approach	WB Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	102	121	223	0	25	25	25	248
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	197	144	341	0	33	33	33	374
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	223	AM MAX	25	AM MAX	248
PM MAX	341	PM MAX	33	PM MAX	374

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Innovator Drive AND Sports Parkway North

Comments:

PART A or PART B SATISFIED No

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED No

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

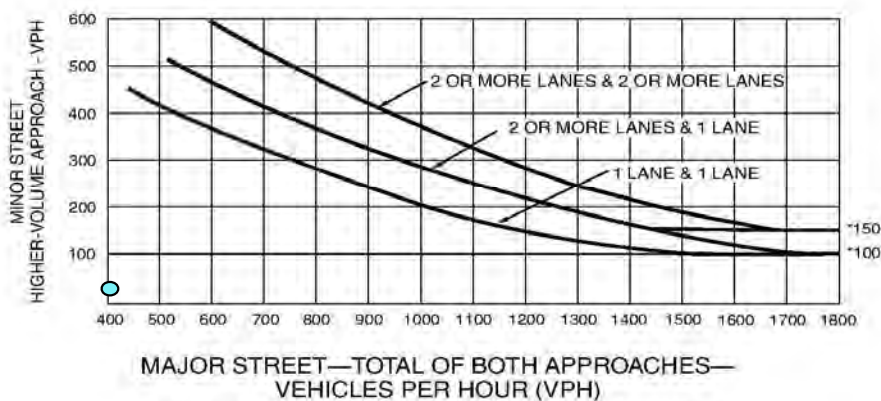
PART B

SATISFIED No

APPROACH LANES	2 or More	
	One	More
Both Approaches - Major Street		223
Highest Approache - Minor Street		25

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Innovator Drive AND Sports Parkway North

Comments:

PART A or PART B SATISFIED **No**

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED **No**

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

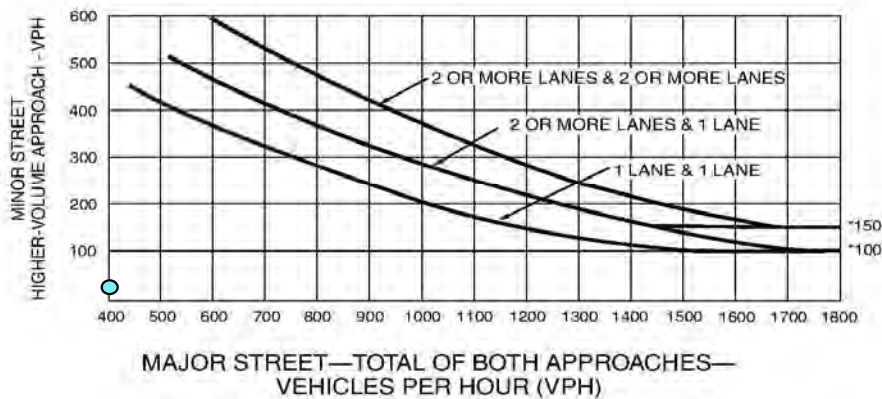
PART B

SATISFIED **No**

APPROACH LANES	One	2 or More
Both Approaches - Major Street		341
Highest Approache - Minor Street		33

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #102

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Five Star Way* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Sports Parkway North* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	9.1	sec/veh	9.2	sec/veh
	0.06	veh-hr	0.08	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	0	24	24	0	25	25	25	49
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	0	36	36	0	33	33	33	69
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	<input type="text" value="24"/>	AM MAX	<input type="text" value="25"/>	AM MAX	<input type="text" value="49"/>
PM MAX	<input type="text" value="36"/>	PM MAX	<input type="text" value="33"/>	PM MAX	<input type="text" value="69"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Five Star Way AND Sports Parkway North

Comments:

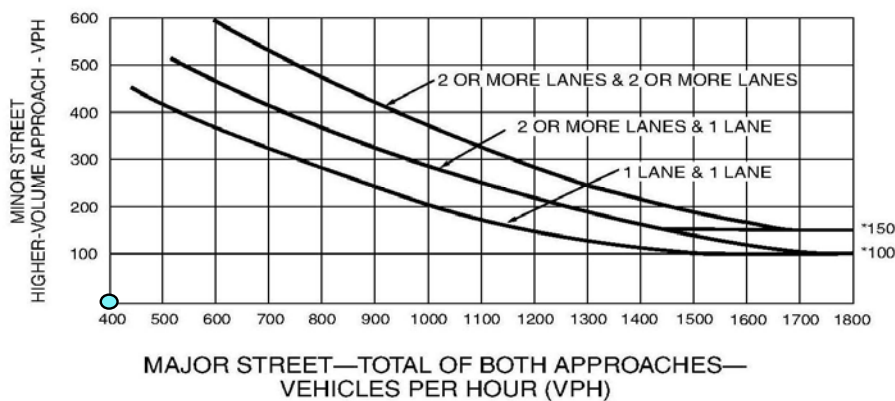
	PART A or PART B	SATISFIED	No
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	No
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

	PART B	SATISFIED	No
		SATISFIED	No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		24
Highest Approache - Minor Street		25

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Five Star Way AND Sports Parkway North

Comments:

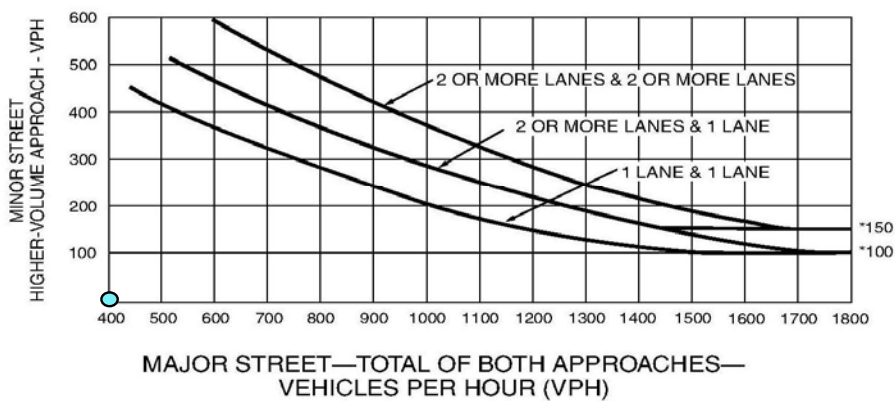
	<u>PART A</u> or <u>PART B</u>	SATISFIED	No
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	No
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		36
Highest Approache - Minor Street		33

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #103

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Terracina Drive* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Sports Parkway East* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	12.4	sec/veh	13.6	sec/veh
	0.09	veh-hr	0.00	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	140	362	502	25	0	25	25	527
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	459	198	657	0	0	0	0	657
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	<input type="text" value="502"/>	<input type="text" value="25"/>	<input type="text" value="25"/>	AM MAX	<input type="text" value="527"/>
PM MAX	<input type="text" value="657"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	PM MAX	<input type="text" value="657"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Terracina Drive AND Sports Parkway East

Comments:

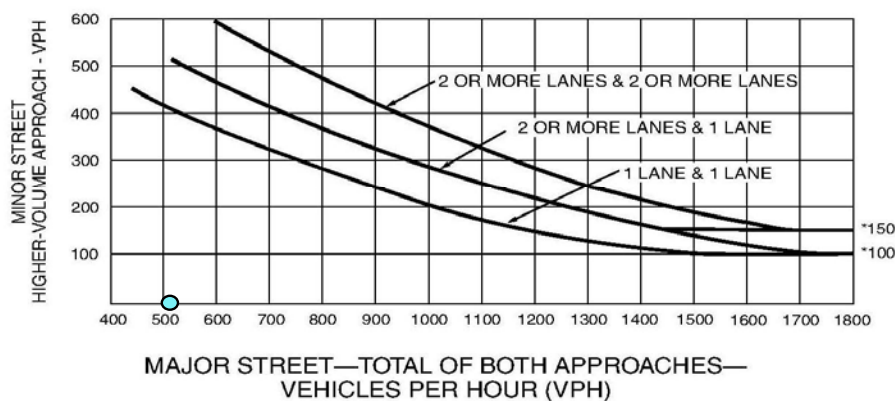
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	-----------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		502
Highest Approache - Minor Street		25

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Terracina Drive AND Sports Parkway East

Comments:

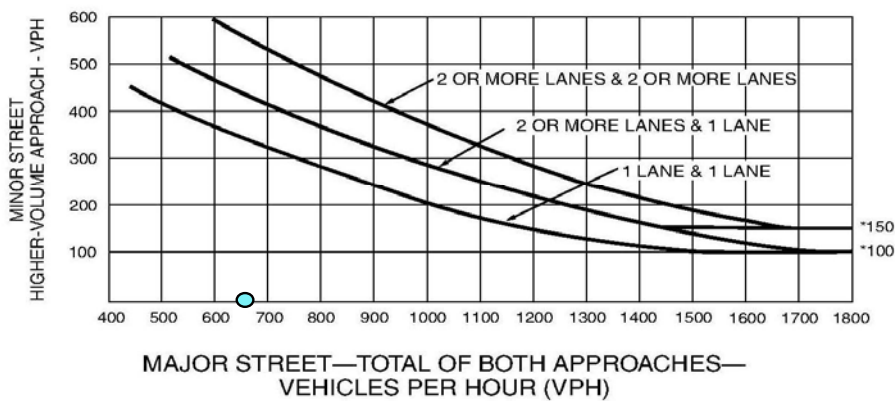
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	-----------

APPROACH LANES	One	2 or More
Both Approaches - Major Street		657
Highest Approache - Minor Street		0

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #104

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Sports Parkway South* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	<input type="text" value="45.0"/> sec/veh	<input type="text" value="0.80"/> veh-hr	<input type="text" value="42.7"/> sec/veh	<input type="text" value="0.39"/> veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	NB Approach	SB Approach		EB Approach	WB Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	895	458	1353	0	64	64	64	1417
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	593	1147	1740	0	33	33	33	1773
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	<input type="text" value="1353"/>	AM MAX	<input type="text" value="64"/>	AM MAX	<input type="text" value="1417"/>
PM MAX	<input type="text" value="1740"/>	PM MAX	<input type="text" value="33"/>	PM MAX	<input type="text" value="1773"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Innovator Drive AND Sports Parkway South

Comments:

PART A or PART B SATISFIED NO

PART A

(All parts 1, 2, and 3 below must be satisfied)

SATISFIED NO

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach;
AND
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes;
AND
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.

PART B

SATISFIED No

APPROACH LANES	2 or More	
	One	More
Both Approaches - Major Street		1353
Highest Approache - Minor Street		64

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Innovator Drive AND Sports Parkway South

Comments:

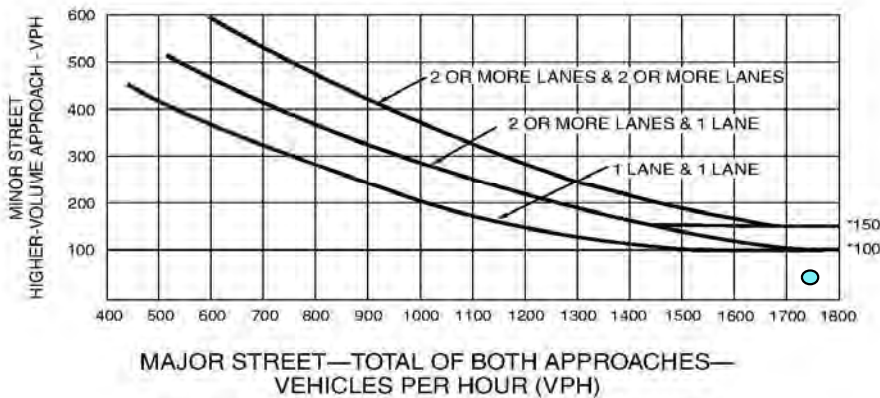
	PART A or PART B	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		No
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

PART B	SATISFIED	No
--------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		1740
Highest Approache - Minor Street		33

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #105

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Main Entrance Road* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *Sports Parkway West* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	73.8	sec/veh	1983.5	sec/veh
	13.39	veh-hr	347.11	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			EB	WB		NB	SB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	380	229	609	653	114	653	767	1376
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	159	1033	1192	630	131	630	761	1953
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg Total		Total
AM MAX	<input type="text" value="609"/>	AM MAX	<input type="text" value="653"/> <input type="text" value="767"/>	AM MAX	<input type="text" value="1376"/>
PM MAX	<input type="text" value="1192"/>	PM MAX	<input type="text" value="630"/> <input type="text" value="761"/>	PM MAX	<input type="text" value="1953"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Main Entrance Road AND Sports Parkway West

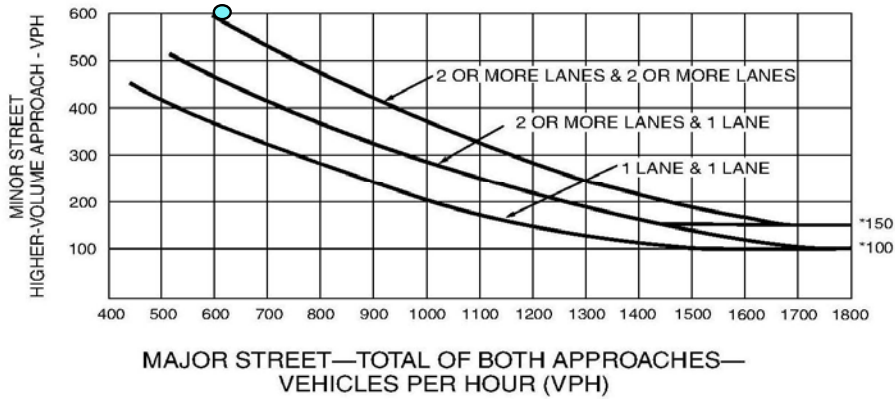
Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	YES
<hr/>			
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			Yes
<hr/>			
<u>PART B</u>		SATISFIED	Yes

APPROACH LANES	One	2 or More
Both Approaches - Major Street		609
Highest Approache - Minor Street		653

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Main Entrance Road AND Sports Parkway West

Comments:

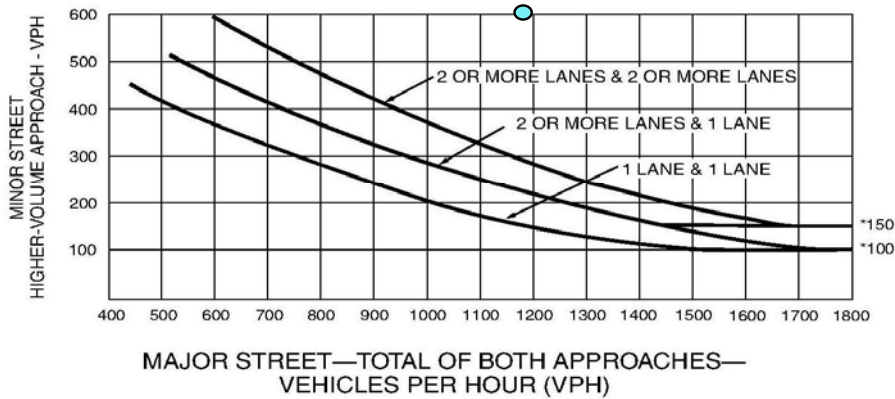
	PART A or PART B	SATISFIED	YES
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	YES
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		Yes
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

PART B	SATISFIED	Yes
---------------	-----------	-----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		1192
Highest Approache - Minor Street		630

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #106

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *West Entrance Road* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Sports Parkway West* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	<input type="text" value="15.4"/>	sec/veh	<input type="text" value="22.9"/>	sec/veh
	<input type="text" value="0.70"/>	veh-hr	<input type="text" value="3.09"/>	veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	EB Approach	WB Approach		NB Approach	SB Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	387	114	501	164	0	164	164	665
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	198	230	428	486	0	486	486	914
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Heavy Leg	Total	Total
AM MAX	<input type="text" value="501"/>	AM MAX	<input type="text" value="164"/>	<input type="text" value="164"/>	AM MAX <input type="text" value="665"/>
PM MAX	<input type="text" value="428"/>	PM MAX	<input type="text" value="486"/>	<input type="text" value="486"/>	PM MAX <input type="text" value="914"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: West Entrance Road AND Sports Parkway West

Comments:

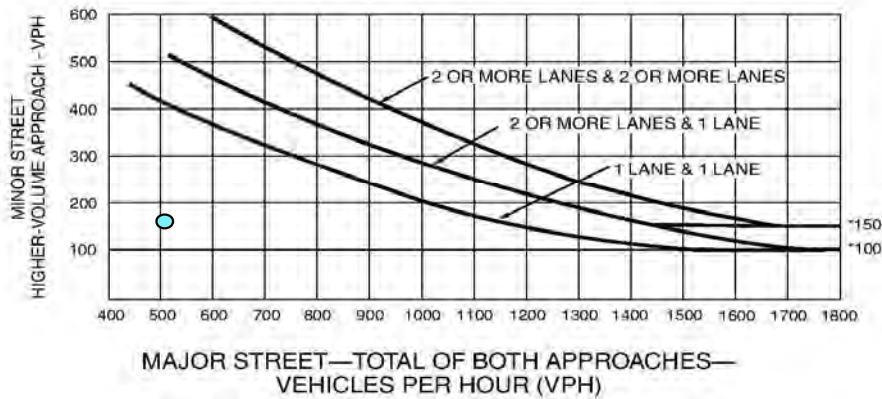
	PART A or PART B	SATISFIED	YES
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		No

PART B	SATISFIED	Yes
---------------	-----------	------------

APPROACH LANES	2 or More	
	One	More
Both Approaches - Major Street		501
Highest Approache - Minor Street		164

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: West Entrance Road AND Sports Parkway West

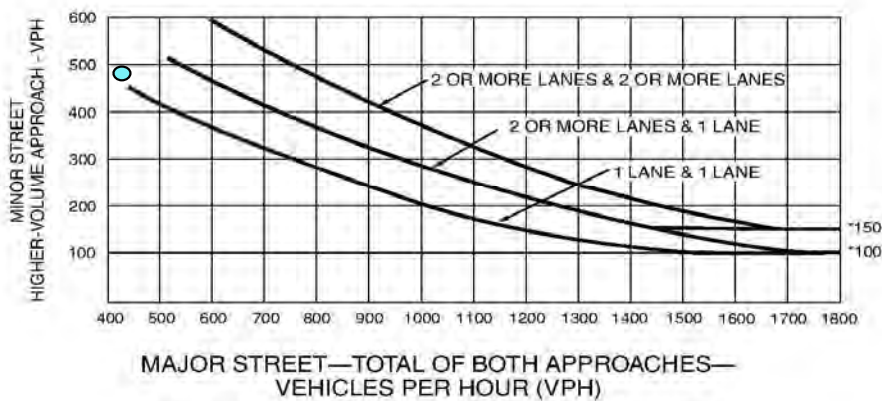
Comments:

	PART A or PART B	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

PART B		SATISFIED	No
APPROACH LANES	One	2 or More	
Both Approaches - Major Street		428	
Highest Approache - Minor Street		486	

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #107

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES:

MINOR STREET: *West Entrance Road* NB/SB EB/WB # OF APPROACH LANES:

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	12.6	sec/veh	10.4	sec/veh
	0.31	veh-hr	0.19	veh-hr

			MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
			NB	SB		EB	WB			
Time	TO	Time	Approach	Approach		Approach	Approach			
06:00 AM	TO	07:00 AM			0			0	0	0
07:00 AM	TO	08:00 AM	50	97	147	88	0	88	88	235
08:00 AM	TO	09:00 AM			0			0	0	0
09:00 AM	TO	10:00 AM			0			0	0	0
10:00 AM	TO	11:00 AM			0			0	0	0
11:00 AM	TO	12:00 PM			0			0	0	0
12:00 PM	TO	01:00 PM			0			0	0	0
01:00 PM	TO	02:00 PM			0			0	0	0
02:00 PM	TO	03:00 PM			0			0	0	0
03:00 PM	TO	04:00 PM			0			0	0	0
04:00 PM	TO	05:00 PM			0			0	0	0
05:00 PM	TO	06:00 PM	98	144	242	66	0	66	66	308
06:00 PM	TO	07:00 PM			0			0	0	0
07:00 PM	TO	08:00 PM			0			0	0	0
08:00 PM	TO	09:00 PM			0			0	0	0
09:00 PM	TO	10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
Total		Heavy Leg	Total	Total	
AM MAX	<input type="text" value="147"/>	AM MAX	<input type="text" value="88"/>	AM MAX	<input type="text" value="235"/>
PM MAX	<input type="text" value="242"/>	PM MAX	<input type="text" value="66"/>	PM MAX	<input type="text" value="308"/>

Traffic Signal Warrants Worksheet
 Warrant 3: Peak Hour
 Source: MUTCD 2012 California Supplement

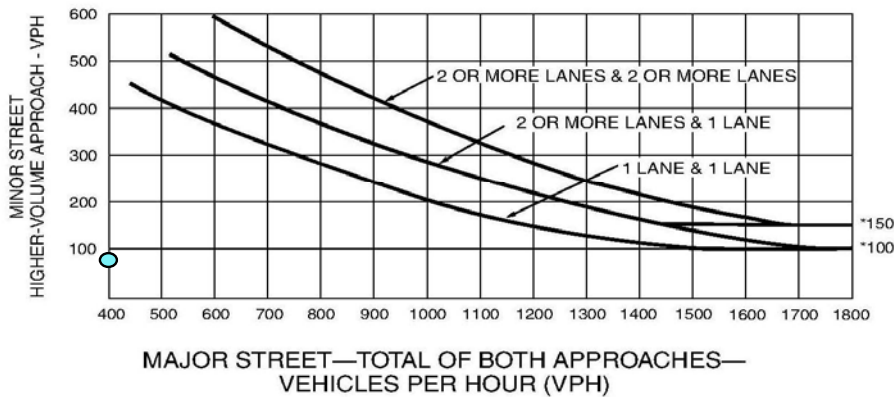
Scenario: Cumulative Plus Project Conditions AM
 Intersection: Innovator Drive AND West Entrance Road
 Comments:

	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No
<u>PART B</u>		SATISFIED	No

APPROACH LANES	One	2 or More
Both Approaches - Major Street		147
Highest Approache - Minor Street		88

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Innovator Drive AND West Entrance Road

Comments:

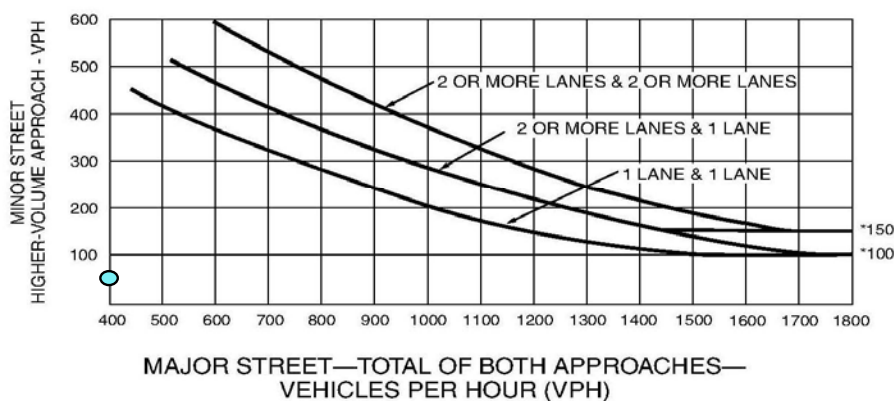
	<u>PART A</u> or <u>PART B</u>	SATISFIED	NO
<u>PART A</u> (All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>			No
2. The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>			No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.			No

<u>PART B</u>	SATISFIED	No
---------------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		242
Highest Approache - Minor Street		66

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

PEAK HOUR SIGNAL WARRANT ANALYSIS (Warrant #3, California MUTCD 2012 Edition)

INT #108

PROJECT NAME: *Natomas Arena Redevelopment*

SCENARIO: *Cumulative Plus Project Conditions*

COMMENTS:

MAJOR STREET: *Innovator Drive* NB/SB EB/WB # OF APPROACH LANES

MINOR STREET: *Main Entrance Road/Terracina Drive* NB/SB EB/WB # OF APPROACH LANES

THE STUDY INTERSECTION HAS MORE THAN THREE APPROACHES (Y OR N):

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N):

85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N):

WORST CASE DELAY FOR MINOR STREET APPROACH:	AM		PM	
	<input type="text" value="29.3"/> sec/veh	<input type="text" value="1.31"/> veh-hr	<input type="text" value="23.3"/> sec/veh	<input type="text" value="3.20"/> veh-hr

	MAJOR STREET		Total	MINOR STREET		Heavy Leg	Total	Intersection Total
	NB Approach	SB Approach		EB Approach	WB Approach			
06:00 AM TO 07:00 AM			0			0	0	0
07:00 AM TO 08:00 AM	88	339	427	124	161	161	285	712
08:00 AM TO 09:00 AM			0			0	0	0
09:00 AM TO 10:00 AM			0			0	0	0
10:00 AM TO 11:00 AM			0			0	0	0
11:00 AM TO 12:00 PM			0			0	0	0
12:00 PM TO 01:00 PM			0			0	0	0
01:00 PM TO 02:00 PM			0			0	0	0
02:00 PM TO 03:00 PM			0			0	0	0
03:00 PM TO 04:00 PM			0			0	0	0
04:00 PM TO 05:00 PM			0			0	0	0
05:00 PM TO 06:00 PM	84	252	336	141	494	494	635	971
06:00 PM TO 07:00 PM			0			0	0	0
07:00 PM TO 08:00 PM			0			0	0	0
08:00 PM TO 09:00 PM			0			0	0	0
09:00 PM TO 10:00 PM			0			0	0	0

MAJOR STREET		MINOR STREET		INTERSECTION	
	Total		Total		Total
AM MAX	<input type="text" value="427"/>	AM MAX	<input type="text" value="285"/>	AM MAX	<input type="text" value="712"/>
PM MAX	<input type="text" value="336"/>	PM MAX	<input type="text" value="635"/>	PM MAX	<input type="text" value="971"/>

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions AM

Intersection: Innovator Drive AND Main Entrance Road/Terracina Drive

Comments:

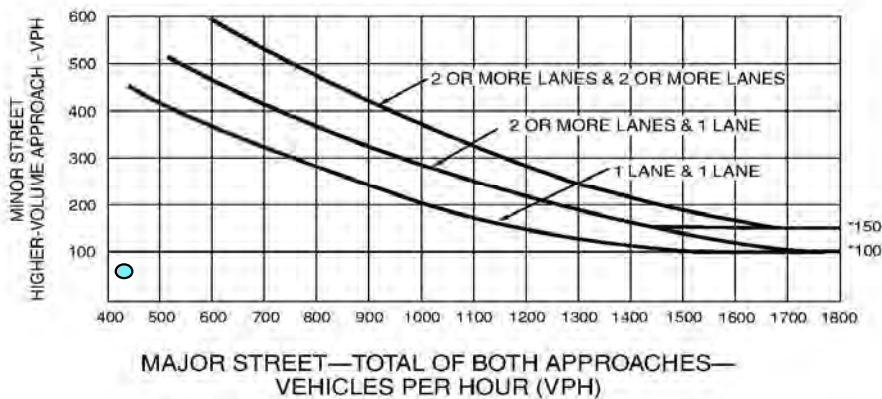
	PART A or PART B	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		No

PART B	SATISFIED	No
--------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		427
Highest Approache - Minor Street		161

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Traffic Signal Warrants Worksheet

Warrant 3: Peak Hour

Source: MUTCD 2012 California Supplement

Scenario: Cumulative Plus Project Conditions PM

Intersection: Innovator Drive AND Main Entrance Road/Terracina Drive

Comments:

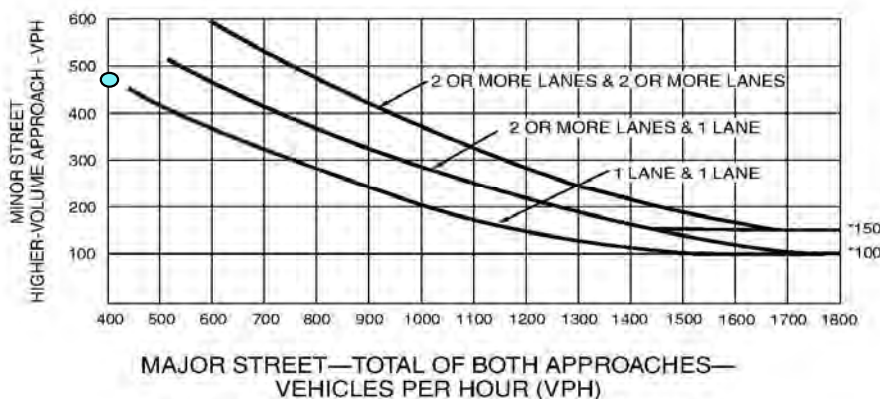
	PART A or PART B	SATISFIED	NO
PART A			
(All parts 1, 2, and 3 below must be satisfied)		SATISFIED	NO
1.	The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach and five vehicle hours for a two-lane approach; <u>AND</u>		No
2.	The volume on the same minor street approach equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>		Yes
3.	The total entering volume serviced during the hour equals or exceeds 800 vph for intersection with four or more approaches or 650 vph for intersection with less than four approaches.		Yes

PART B	SATISFIED	No
--------	-----------	----

APPROACH LANES	One	2 or More
Both Approaches - Major Street		336
Highest Approache - Minor Street		494

The plotted points for vehicles per hour on major streets (both approaches) and the corresponding per hour higher volume minor street approach (one direction only) for one hour (any consecutive 15 minute period) fall above applicable curves in MUTCD Figure 4C-3.

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

